

MINUTES OF MEETING
JOINT WESTERN AREA COMMITTEE
FEBRUARY 12, 13, 14, 15, 16, 1968
SAN FRANCISCO HILTON HOTEL
SAN FRANCISCO, CALIFORNIA

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The Joint Western Area Committee convened at 3:00 p.m., Monday, February 12, 1968 at the Hilton Hotel in a joint session of the Full Committee of both Employer and Union Representatives.

Under the rotating Chairmanship rule of the committee, the Unions named as Chairman of the Joint Committee, Mr. Joseph J. Diviny.

1. The Minutes of the previous meeting of the Joint Western Area Committee in the sessions of November 13, 14, 15, 16, 17, 1967 were approved as distributed with the exception of Case #11-7-3422. The JWAC retained jurisdiction of this case.
2. Discussion of cases filed with the JWAC after the deadline date.
3. The February, 1968 Agenda was approved as revised.
4. The previous committees remained the same with the following exceptions:
The California Trucking Association named Bill Reed as a panel member replacing Willard Johnson.
Joint Council #38 named Art Hardy as an alternate for Jerry Shearin, also Harvey Killman as an alternate for Harry Kachadoorian. Dick Kramer was named as the Employer Secretary replacing Dewey Elbert.
5. Due to the next regular meeting of the JWAC being scheduled for May 6, 1968, the motion was made, seconded and carried that the cut-off date for the filing of grievances be moved up to APRIL 12, 1968
6. It was also moved, seconded and carried that the JWAC reaffirm its previous ruling that the Secretary of the Western Master Freight Division or the committee will not accept filings that have not been filed on the proper form by a JOINT STATE CO-SECRETARY.
7. The following recommended changes in the Southern California Joint State Committee Rules of Procedure were adopted:

"III FILING OF CASES

"1. Add following subsection:

"d. The Postmark shall determine the timeliness in the issuance of and the protest to discharge notices, suspension and warning notices.

"5. Add to Section 5, Article III, the following:

"Postponed cases, as well as cases on which the committee has retained jurisdiction, will appear on the Agenda the following month. If the dispute has not been resolved before the second month thereafter, the co-Secretaries must be advised prior to the Agenda closing date and a request made for rein-statement to the Agenda, otherwise the case will be dropped from the record.

(Continued - Reverse Side)

MINUTES OF MEETING

February 12, 13, 14, 15, 16, 1978

"IV HEARING OF CASES:

"7. Rewrite as follows:

"The Employer shall proceed first in discharge, suspension and warning notice cases. In all others the Union shall go first."

8. The Full Committee Meeting adjourned at 4:50 p.m.

CHANGE OF OPERATIONS

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California
5-5-1963

Change of Operations Company involved: Watson-Wilson Transportation

Clarification Local 180 protests the removal from the seniority roster the drivers who were placed on layoff as a result of the Operational Change granted Watson-Wilson on July 24, 1965.

It is our contention that the decision in this case was for a five year period for retention of seniority on layoff.

DISPOSITION: Postponed.

Case # United-Buckingham Freight Lines
8-5-1967

Change of Operations Local involved: 741, Seattle, Washington

Clarification Local 741 claims compensation for the Seattle line drivers on each and every trip from Seattle to Pasco, Washington, when the Company then hauled Walla Walla destined freight by other means and in most cases by a local pick-up and delivery employee.

DECISION: (Change of Operations Committee-Transcript Page 293-2/17/68)
M/m/s/c/ that it be the determination of this committee that the Company's existing bid from Seattle to Pasco is not in violation of the previous decision of the committee and may be continued.

Case # B & L Truck and Transfer Company
8-5-2063

Change of Operations Local involved: 208, Los Angeles, California

Clarification This Local Union is appealing in behalf of the decision. We will prove by factual evidence, and by letters from the driver-employees involved in this operation that the statements of the Employer were not true.

DISPOSITION: Withdrawn.

Case # Consolidated Freightways
2-6-2325

Change of Operations Local involved: 741, Seattle, Washington

Request To Reconsider Teamsters Local 741, petitions the JWAC Change of Operations Committee to reconsider their decision in Case #2-6-2325 by creating one seniority board at Consolidated Freightways, Seattle, Washington Division, to be accomplished by dovetailing the Alaska Highway Sleeper and General Commodities Line Boards, with the provision that those Alaska Highway Drivers presently assigned to the Alaska operation shall have Grandfather Rights on those runs as long as they remain on the Alaska assignment.

DECISION: (Change of Operations Committee - Transcript Page 308 - 2/15/68)
M/m/s/c/ that the previous decision of this committee in this case be modified and that the proposal to dovetail the seniority lists be ratified and approved.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Illinois - California Express
5-7-2929

Change of Locals involved: 180, Los Angeles, California
Operations 492, Albuquerque, New Mexico

Clarification Modification and clarification of Change of Operations in May, 1967, involving Locals 180 and 492.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon
8-7-3168

Change of Company involved: Garrett Freight Lines
Operations

Clarification Local 81 requests a clarification of the decision in Case #8-7-3168.

DECISION: (Change of Operations Committee-Transcript Page 327 - 2/15/68)
M/m/s/c/ that based on the specific facts in this particular case the claim of the Union be denied.

Case # Consolidated Freightways
11-7-3310

Change of Locals involved: 81, Portland, Oregon
Operations 162, Portland, Oregon

At the present time Consolidated Freightways' Bulk Commodity Division has a Bulk Commodity Operation and a Dry Cement Operation operating from the same terminal in Portland, Oregon. It is the Company's intent and desire to combine these operations into one and merge the seniority lists accordingly.

DISPOSITION: Withdrawn.

Case # Garrett Freightlines, Inc.
11-7-3317

Change of Locals involved: 483, Boise, Idaho
Operations 690, Spokane, Washington
900, Pendleton, Oregon

Garrett Freightlines, Inc. requests approval of its present operation between Spokane, Washington and Boise, Idaho.

DISPOSITION: Withdrawn.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Leeway Motor Freight, Inc.
11-7-3322

Change of Locals involved: 310, Tucson, Arizona
Operations 941, El Paso, Texas

Clarification Clarification of seniority status of El Paso domiciled driver (Clarence Chuck Hudson) who was holding a master seniority on an El Paso - Bisbee layover run at the time the Change of Operations Committee in JWAC Case #11-7-3322 approved the Company's request to change this run and extend it on into Tucson.

DECISION: (Change of Operations Committee-Transcript Pg.280-2/15/68) M/m/s/c/ that since the actual effect of the operational change as proposed by the Company in this case is merely to extend the then existing El Paso-Bisbee run on into Tucson, and since prior to the proposed change driver Hudson enjoyed super-seniority rights on one side of the El Paso-Bisbee run, it is the determination of this committee that driver Hudson's superseniority rights shall continue on one side of the extended El Paso-Tucson run approved by this committee in November of 1967. It is further the decision of this committee that the change as approved in November be implemented as soon as practicable.

Case # Asbury Transportation Company
2-8-3498

Change of Locals involved: 87, Bakersfield, California
Operations 224, Los Angeles, California

Asbury Transportation requests a Change of Operations on the run that presently originates in the home terminal in Los Angeles and terminates at Coalinga, California. We wish to change this to have a home terminal origination at Coalinga on a turnaround operation into the Los Angeles terminal.

DECISION: (Change of Operations Committee-Transcript Page 103-2/14/68) M/m/s/c/ in view of the dispute between the parties regarding the receipt of the original notification of December 28, 1967, the matter is referred back to the parties and the committee retains jurisdiction.

Case # Consolidated Freightways
2-8-3499

Change of Locals involved: 224, Los Angeles, California
Operations 542, San Diego, California

At the present time Consolidated has a road operation between Los Angeles and San Diego that is being operated by Los Angeles-based men. It is the Company's desire to operate this run with a San Diego-based driver.

DECISION: (Change of Operations Committee-Transcript Page 145-2/14/68) M/m/s/c/ that the operational change be approved as clarified on the record.

JWAC Minutes
February 12-13-14-15-16
1968

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Ephraim Freightways, Inc.
2-8-3500

Change of Operations Local involved: 961, Denver, Colorado

The Company requests the following Change of Operations:
(1) Eliminate the present Denver to Montrose schedule.
(2) Establish a Denver to Gunnison turnaround schedule with one presently domiciled Denver to Montrose driver.
(3) Establish a Grand Junction to Gunnison via Montrose turnaround schedule. The displaced Denver to Montrose driver would be offered employment in Grand Junction since Grand Junction would become the home domicile of the Grand Junction to Gunnison turnaround.

DISPOSITION: Withdrawn.

Case # Garrett Freightlines, Inc.
2-8-3501

Change of Operations Locals involved: 468, Oakland, California
533, Reno, Nevada
983, Pocatello, Idaho

Garrett Freightlines requests approval of the following operational change between Emeryville, California, and Pocatello, Idaho:
One schedule per day, six days per week.
(1) Emeryville to Winnemucca-drivers based in Emeryville.
(2) Pocatello to Elko - drivers based in Pocatello.
(3) Elko-Winnemucca turn - driver based in Elko.

DECISION: (Change of Operations Committee - Transcript Page 34 - 2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective no earlier than March 15, 1968.

Case # Garrett Freightlines, Inc.
2-8-3502

Change of Operations Locals involved: 468, Oakland, California
533, Reno, Nevada
483, Boise, Idaho

Garrett Freightlines requests approval of the following operational change between Emeryville and Boise, Idaho:
Two schedules per day, six days per week.
(1) Emeryville to Winnemucca - drivers based in Emeryville.
(2) Winnemucca-Burns Junction Turns -drivers based in Winnemucca.
(3) Boise-Burns Junction Turns - drivers based in Boise.

DECISION: (Change of Operations Committee - Transcript Page 37 - 2/13/68)
M/m/s/c/ that the operational change proposed in Case# 2-8-3502 be approved as clarified on the record, to be effective no earlier than March 15, 1968.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Garrett Freightlines, Inc.
2-8-3503

Change of Operations Locals involved: 222, Salt Lake City, Utah
468, Oakland, California
533, Reno, Nevada

Garrett Freightlines requests approval of the following operational change between Emeryville, California, and Salt Lake City, Utah:

Two schedules per day, six days per week.

- (1) Emeryville to Winnemucca - drivers based in Emeryville.
- (2) Winnemucca-Wells Turns - drivers based in Winnemucca.
- (3) Salt Lake City-Wells Turns - drivers based in Salt Lake City.

One schedule per day, six days per week.

- (1) Salt Lake City to Winnemucca-drivers based in Salt Lake City.
- (2) Winnemucca-Reno Turn - drivers based in Winnemucca.
- (3) Emeryville-Reno Turn - driver based in Emeryville.

DECISION: (Change of Operations Committee - Transcript Page 50 - 2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record with the following provisos:

- (1) Pursuant to the provisions of Article 5, Section 7, of the National Master Freight Agreement, the proposed two Winnemucca turns and the proposed one Winnemucca-Reno-Winnemucca turn shall be offered on a seniority basis to the drivers presently domiciled at Winnemucca.
- (2) Any affected Salt Lake drivers may exercise their seniority on the Salt Lake City board. This change to be effective no earlier than March 15, 1968.

Case # Garrett Freightlines, Inc.
2-8-3504

Change of Operations Locals involved: 222, Salt Lake City, Utah
961, Denver, Colorado

Garrett Freightlines requests approval of the following operational change from Denver, Colorado to Cortez, Colorado.:

We propose to change this to a single-man division run. One schedule per day, five days per week.

- (1) Denver to Moab, Utah - drivers based in Denver.
- (2) Moab - Cortez Turn - driver based in Moab.

DECISION: (Change of Operations Committee - Transcript Page 57 - 2/13/68)
M/m/s/c/ that in Case #2-8-3504 the operational change be approved as clarified on the record, to be effective no sooner than March 15, 1968.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Garrett Freightlines, Inc.
2-8-3505

Change of Locals involved: 468, Oakland, California
Operations 533, Reno, Nevada

Garrett Freightlines, Inc. requests approval of the following operational change between Emeryville, California, and Reno, Nevada.

One schedule per day, five days per week. Reno-Emeryville Turn with the driver based in Reno.

DECISION: (Change of Operations Committee-Transcript Page 40-2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective no earlier than March 15, 1968.

Case # Garrett Freightlines, Inc. Locals: 483, Boise, Idaho
2-8-3506 533, Reno, Nevada

Change of Garrett Freightlines, Inc. requests approval of the following
Operations operational change:

One schedule per day, five days per week.

- (1) Reno to Boise - Monday, Wednesday and Friday - driver based in Reno.
- (2) Boise to Reno- Monday and Wednesday - driver based in Boise.

DECISION: (Change of Operations Committee-Transcript Pg.46 - 2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective no earlier than March 15, 1968.

Case # Lee Way Motor Freight, Inc.
2-8-3507

Change of Locals involved: 104, Phoenix, Arizona
Operations 224, Los Angeles, California
310, Tucson, Arizona

The Company presently operates two schedules per day, Mondays through Fridays from Los Angeles, California to Tucson, Arizona via Yuma, Arizona.

PROPOSED OPERATION:

- (1) Run the present two schedules per day, Mondays through Fridays from Los Angeles to Phoenix, Arizona, lay over and return to Los Angeles utilizing Los Angeles domiciled drivers. There will be no redomicile of Los Angeles drivers involved.
- (2) Run the same two schedules per day, Mondays through Fridays from Phoenix to Tucson to Phoenix on a turnaround basis with drivers domiciled in Phoenix.

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CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Lee Way Motor Freight, Inc. Continued from Page #6
2-8-3507

Change of Operations This change will eliminate the work of the two drivers presently domiciled in Yuma and the two drivers domiciled in Tucson.

There will be work established in Phoenix for two drivers.

The Company will offer employment to the displaced Yuma and Tucson domiciled drivers in the manner as established by the Change of Operations Committee in accordance with the applicable terms of the National Master Freight Agreement and the Western States Area Over-The-Road Supplemental Agreement.

The Company desires to effect this change at the earliest possible date and will pay the moving costs of drivers who are required to redomicile in accordance with the applicable terms of the Union Agreement.

DECISION: (Change of Operations Committee - Transcript Page 12 - 2/13/68)
M/m/s/c/ that in Case #2-8-3507, the operational change proposed be approved as clarified on the record with the following provisos:

- (1) The two Phoenix-Tucson-Phoenix turnaround runs shall be offered on a seniority basis to the four Local 310 drivers who are operating the runs between Yuma and Tucson at the time this operational change is put into effect. And if any of the four elect to move to Phoenix, their seniority rights on those turnaround runs shall be governed by Article 5, Section 5 (e).
- (2) If none of the Local 310 drivers who have been operating between Yuma and Tucson elect to move to Phoenix, then the two displaced drivers shall be offered employment at Phoenix under the provisions of Article 5, Section 5 (b) (2).
- (3) That any drivers displaced as a result of the change be offered work opportunities elsewhere in the Company's system ahead of new hires.
- (4) That this operational change be placed into effect no sooner than March 30, 1968.

Case # Nehalem Valley Motor Freight, Inc.
2-8-3508

Change of Operations Locals involved: 81, Portland, Oregon
58, Longview, Washington
569, Astoria, Oregon

PRESENT OPERATIONS:

At the present time the Company operates a Portland-Astoria/Warrenton turn and an Astoria/Warrenton-Portland-Astoria turn and a Portland-Seaside-Portland turn.

PROPOSED OPERATIONS:

- (1) A Portland-Astoria/Warrenton-Portland-Astoria/Warrenton-Portland.
- (2) An Astoria/Warrenton-Portland-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (3) A Portland-Rainier-Portland-Astoria/Warrenton-Portland.
- (4) A Portland-Astoria/Warrenton-Portland-Rainier-Portland.
- (5) An Astoria/Warrenton-Rainier-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (6) An Astoria/Warrenton-Portland-Astoria/Warrenton-Rainier-Astoria/Warrenton.

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CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
2-8-3508

Nehalem Valley Motor Freight, Inc. (Continued)

Change of
Operations

- (7) A Portland-Longview/Kelso-Portland-Astoria/Warrenton-Portland.
- (8) A Portland-Astoria/Warrenton-Portland-Longview/Kelso - Portland.
- (9) A Portland-Clatskanie/Wauna-Portland-Astoria/Warrenton - Portland.
- (10) A Portland-Astoria/Warrenton-Portland-Clatskanie/Wauna-Portland.
- (11) An Astoria/Warrenton-Clatskanie/Wauna-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (12) An Astoria/Warrenton-Portland-Astoria/Warrenton-Clatskanie/Wauna-Astoria/Warrenton.
- (13) Astoria/Warrenton-Portland-Longview/Kelso-Portland-Astoria/Warrenton.
- (14) Portland-Clatskanie/Wauna-Portland-Clatskanie/Wauna-Portland.
- (15) Portland-Clatskanie/Wauna-Portland-Longview/Kelso-Portland.
- (16) Portland-Longview/Kelso-Portland-Clatskanie/Wauna-Portland.
- (17) Portland-Seaside-Portland-Seaside-Portland.
- (18) All of the above combinations of turns in connection with a Portland - Seaside turn.

DECISION: (Change of Operations Committee - Transcript Page 224 - 2/14/68)
M/m/s/c/ that the Company's request be approved as clarified on the record with the following provisos:

- (1) That portion of the Company's request to apply the existing Rider to the proposed operation is denied.
- (2) The proposed runs shall be paid on an hourly basis starting at the current hourly rate of \$3.615 per hour plus future increases due under the Labor Agreement and future cost of living adjustments, if any, which may be applied on wages by the National Negotiating Committee.
- (3) The drivers shall receive eight-hour minimum guarantee per day and shall receive time and one-half the regular hourly rates of pay as provided for above for all hours worked in excess of eight per day.
- (4) The proposal shall be placed in effect no sooner than April 1, 1968, and during the interim the Company and the Union are directed to negotiate rules and procedures for merging the seniority lists of road drivers and local employees in each area and for the rebidding of all affected positions prior to April 1, 1968; this committee to retain jurisdiction of this subject matter.
- (5) This decision shall not be construed to be establishing a short line operation in Oregon and shall not be deemed to be a precedent case.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O. N. C. Motor Freight System
2-8-3509

Change of Operations Locals involved:

70,	Oakland, California
85,	San Francisco, California
137,	Marysville, California
150,	Sacramento, California
467,	San Bernardino, California
468,	Oakland, California
533,	Sparks, Nevada
911,	Klamath Falls, Oregon
962,	Medford, Oregon

PRESENT OPERATION:

1. All freight moving to the North and East from both the Oakland and San Francisco terminals is combined at Oakland and is run out of Oakland by Oakland domiciled drivers.
All freight moving into Oakland and San Francisco from terminals North and East of the Bay Area arrives at Oakland and is distributed from Oakland.
2. RUNS TO MEDFORD - We have 7 bid runs from Oakland to Medford running on a three and two trip per week basis.
3. RUNS TO AND FROM RENO - Four bid runs from Oakland to Reno running on a three trip per week basis.
One turnaround run Reno-Sacramento - Reno normally running five trips per week.
4. RUNS TO REDDING - One bid run Oakland to Redding running on a three and two trip per week basis.
5. RUNS TO FLAMATH FALLS - One bid run Oakland to Klamath Falls running on a three and two trip per week basis.
6. RUNS TO FRESNO - One bid run Oakland to Fresno, known as the 29 Schedule, running on a three trip per week basis. This driver takes his rest in Fresno and makes pickups and drops of trailers at Sacramento and Modesto enroute.
7. RUN TO COLTON - One bid run Oakland to Colton with opposing labor which runs as two through trips and one meet and turn trip per week.

All the above runs operated only if and when sufficient freight was available.

PROPOSED OPERATION:

1. Change the procedure in handling of freight which originates at the Oakland and San Francisco terminals going North and East by originating line runs from both San Francisco and Oakland.

Freight inbound to San Francisco from the North and East will be routed into San Francisco and freight inbound to Oakland from the North and East will be routed into Oakland.

2. RUNS TO MEDFORD - We will redomicile four of the present 7 Oakland to Medford bid runs at San Francisco.
 - (a) Operate 4 bids, San Francisco to Medford, pulled by San Francisco domiciled drivers to run on a three and two trip per week basis, if and when sufficient freight is available.
 - (b) Operate 3 bids, Oakland to Medford, pulled by Oakland domiciled drivers to run on a three and two trip per week basis, if and when sufficient freight is available.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
 2-8-3509

O.N.C. Motor Freight System - (Continued)

Change of
 Operations

- (c) The extra board at Medford will be maintained for operational necessity.
3. RUNS TO AND FROM RENO -
- (a) Operate one bid run, San Francisco to Reno, pulled by a San Francisco domiciled driver to run on a three and two trip per week basis if and when sufficient freight is available.
 - (b) Operate one bid run Oakland to Reno to be pulled by an Oakland domiciled driver on a three and two trip per week basis, if and when sufficient freight is available.
 - (c) No change in the Reno to Sacramento turn run.
 - (d) Establish an approved operation to turn Reno from Sacramento on an irregular basis. Any such runs from Sacramento will run only after the Oakland and San Francisco Reno bid runs have been protected with the right to drop and pick at Sacramento, and the Reno/Sacramento turn run has been protected.
4. RUNS TO REDDING - Establish Redding turn runs to originate at both San Francisco and Oakland, normally running five trips per week, if and when sufficient freight is available.
- (a) All full schedules originating at either terminal will be pulled by drivers domiciled at the terminal where the freight originated.
 - (b) If only one schedule is generated between San Francisco and Oakland, the San Francisco freight will be shuttled to Oakland and the trip will be dispatched out of Oakland.
5. RUNS TO KLAMATH FALLS -
- (a) Cancel the present run, Oakland to Klamath Falls.
 - (b) Operate a turn run Klamath Falls to Redding, via Medford or direct in either direction, with the power unit and driver domiciled in Klamath Falls. This run to operate five days per week if and when sufficient freight is available.
 - (c) One Oakland driver will be offered the opportunity to move to Klamath Falls in accordance with the provisions of the contract.
6. RUN TO FRESNO - Continue the present Oakland to Fresno bid, known as the 29 Schedule, running through Sacramento and/or Modesto on the outbound trip and continue to operate the same as is presently running on return trip, making drops and picks of trailers enroute. This run to run on a three and two trip per week basis if and when sufficient freight is available.
7. RUN TO COLTON - Cancel the present Oakland to Colton and Colton to Oakland bids, and run the Colton freight from San Francisco and Oakland as LTL general freight to Los Angeles where it will be stripped and reloaded to Colton.
8. REDDING NORTH - Operate a turn run Redding to Yreka and/or Medford and return normally running five trips per week on an if and when basis depending on the availability of freight.
9. This move will necessitate the domiciling of 20 line power units at San Francisco.
10. We will allow 20 of the Oakland drivers the opportunity to move to San Francisco.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System (Continued)
2-8-3509

Change of
Operations

11. On the clean-up each night, for improved efficiency and service trailers with part loads will be shuttled across the Bay in either direction for a kill as freight dictates.

Also, single trailers at either terminal on the clean-up will be handled by an 85 man dropping and picking in Oakland and continuing on to destination or by a 468 man dropping and picking in San Francisco and continuing on to destination.

12. Extra boards will be maintained at Oakland and San Francisco.
13. All runs, except the Reno runs from Oakland and San Francisco, which will be operated as a result of this change of operation, will be paid under the provisions of the current Over-The-Road Supplemental Agreement, mileage and hourly rates of pay, in accordance with the agreement.

The Reno runs from Oakland and San Francisco will be paid in accordance with the current "Reno Hill Rider" agreement, which is supplemental to the Over-The-Road Agreement.

14. The effective date of this change will be as soon as possible after the approval date as it can effectively be made.

DECISION: (Change of Operations Committee - Transcript Page 148 - 2/14/68)
M/m/s/c/ that the operational change be approved as amended and modified by the Company on the record with the following provisos:

- (1) As to paragraph numbered 6 of the proposal, the "29 Schedule" shall be operated as in the past, both outbound and inbound.
- (2) All of the line positions at San Francisco and Oakland be offered for bid on a seniority basis to the Oakland line board and the successful bidders shall retain full company line seniority for all purposes.
- (3) The one Klamath Falls-Redding turn be offered for bid on a seniority basis to the Oakland line board and the successful bidder shall go to Klamath Falls under the provisions of Article 5, Section 5 (e).
- (4) The change shall be placed into effect no earlier than March 1, 1968 and the bids shall be posted at least seven calendar days prior to the effective date.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O. N. C. Motor Freight System
2-8-3510

Change of Operations Local involved: 137, Redding, California

This letter confirms our mutual agreement to close our Red Bluff, California terminal. All work now being performed at Red Bluff is to be transferred to the Redding terminal and handled from there.

DECISION: (Change of Operations Committee - Transcript Page 313 - 2/15/68)
M/m/s/c/ that the Company's application to close its terminal at Red Bluff, California be approved.

Case # O. N. C. Motor Freight System
2-8-3511

Change of Operations Locals involved: 70, Oakland, California
85, San Francisco, California

PROPOSED OPERATION:

1. Continue to operate both Oakland and San Francisco terminals.
2. Return all work presently being performed by Local 70 members in Local 85 territory to Local 85. This work will then be consolidated with the present San Francisco routes to form new routes, such new and consolidated routes to all be handled out of our San Francisco terminal.
3. Opportunity for Oakland employees affected by the change to work in San Francisco will be in accordance with the provisions of the current National Master Freight Agreement and the decision of the Change of Operations Committee.
4. Opportunity to transfer into Local 85 by Local 70 employees will be handled in the following manner, based on the availability of work:
 - (a) The Company will post a job opportunity bid sheet for interested employees to sign.
 - (b) The bid sheet will be posted for 7 days only.
 - (c) Awards will be made based on seniority and qualifications.
 - (d) Opportunity for consideration for transfer will not extend beyond the seventh day of the posted bid sheet. Only those employees who have signed the sheet will be given consideration.
 - (e) There will be no subsequent transfer opportunities offered.
5. The effective date of this change is to be March 4, 1968.

DECISION: (Change of Operations Committee - Transcript Page 113 - 2/14/68)
M/m/s/c/ that the operational change be approved with the following provisos:
(1) The initial additional jobs in San Francisco shall be offered to the Oakland employees on a seniority basis and the successful bidders shall have their seniority in San Francisco under the provisions of Article 5, Section 5 (b) (2) of the National Master Freight Agreement. (2) For a period of three (3) years after the effective date of the change the Company shall offer jobs available in San Francisco to laid off Oakland employees in seniority order and if they accept such employment they shall have their seniority at San Francisco under the provisions of Article 5, Section 5 (b) (2); one offer per employee shall satisfy this requirement. (3) This change shall be effective at such time as the Company's new San Francisco terminal is ready and the job openings shall be posted for bid not later than seven days prior to that time.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Paxton Trucking Company
2-8-3512

Change of Operations Locals involved: 70 Oakland, California
224, Los Angeles, California
439, Stockton, California
467, San Bernardino, California
468, Oakland, California

PROPOSED CHANGE:

It is desired to abandon line operation out of Fontana. Line drivers and central dispatch to be based at Montebello.

DECISION: (Change of Operations Committee - Transcript Page 67 - 2/13/68)
M/m/s/c/ that the operational change proposed be approved as clarified on the record with the following provisos:
(1) That the displaced Fontana drivers be placed on the line seniority list at Montebello, dovetailed on the basis of their company line seniority.
(2) That the change be put into effect no sooner than March 1, 1968.

Case # Universal Transport System, Inc.
2-8-3513

Change of Operations Locals involved: 150, Sacramento, California
287, San Jose, California

Universal Transport System, Inc. wishes to permanently transfer two trucks from Mountain View to West Sacramento. This is necessitated to economically serve customers and shippers in that area, the largest being Ideal Cement Company located at Brodrick.

DECISION: (Change of Operations Committee - Transcript Page 315 - 2/15/68)
M/m/s/c/ that the application of the Company be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Western Gillette, Inc.
2-8-3514

Change of Operations Locals involved: 104, Phoenix, Arizona
180, Los Angeles, California
224, Los Angeles, California
310, Tucson, Arizona
542, San Diego, California

PRESENT OPERATION:

1. Tucson destined freight is moved from Los Angeles by Los Angeles domiciled sleeper cabs with the prerogative to pick and drop at intermediate points.
2. Tucson and/or points beyond freight out of San Diego is moved by Los Angeles domiciled sleeper cabs who pick and drop in San Diego and proceed to Tucson where the sleeper portion of the operation dies. All freight dropped in Tucson by sleepers which is destined to points east of Tucson is then moved on a single man operation by drivers domiciled in Phoenix and/or Tucson.

PROPOSED CHANGE:

1. Eliminate sleeper cab operation.
2. Operate with Los Angeles domiciled drivers on a single man basis from Los Angeles to Tucson, Arizona via Yuma; Arizona, layover in Tucson and return to Los Angeles with the prerogative to pick and drop in Guasti and Yuma eastbound and pick and drop in Picacho, Yuma and Guasti westbound.
- 3-A. Domicile line drivers in San Diego to run to Phoenix with Phoenix-Tucson, Texas and/or beyond freight; layover in Phoenix and return to San Diego with San Diego destined freight without regard to Phoenix domiciled drivers.
- 3-B. Run Phoenix domiciled drivers to San Diego with San Diego destined freight; layover and return to Phoenix without regard to the San Diego domiciled drivers.
- 3-C. Operate on a turnaround basis from San Diego and Phoenix with Yuma as the turnaround point.

The Company requests the prerogative to drop and pick in Yuma in items 3-A, B and C.

Presently, the Company has one Yuma turn nightly bid Monday through Friday from Phoenix and San Diego which will be protected.

- 3-D. Retain the prerogative to run San Diego drivers to Tucson with San Diego origin freight destined for Tucson.
4. Western Gillette has two line drivers domiciled in Tucson, Arizona, who handle overflow eastbound loads dropped in Tucson by Los Angeles sleeper drivers, and on occasion, shrimp or produce from Nogales to Phoenix. With Western Gillette's transition from a short haul to a transcontinental carrier, there will be no need for line drivers in Tucson, since this work will be handled by Los Angeles, San Diego and Phoenix line drivers. The Company would offer the two displaced Tucson line drivers work opportunities in accordance with the existing Contract.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Western Gillette, Inc. (Continued)
2-8-3514

DECISION: (Change of Operations Committee - Transcript Page 255 - 2/14/68)
M/m/s/c/ that the operational change be approved as amended and clarified on the record with the following provisos:

- (1) The existing bid Phoenix-Yuma-Phoenix turn and the existing bid San Diego-Yuma-San Diego turn shall continue to operate as in the past.
- (2) With regard to Paragraphs 3-A and 3-B, these runs may be operated on a through basis or on a meet and turn basis at Yuma as operating conditions require.
- (3) Drivers at away-from-home terminals may be returned home when their rest is up.
- (4) The present San Diego-Yuma bid turn shall be rebid before the effective date of this change and the successful bidder shall apply his Company seniority as line seniority from the date of the award of that bid and thereafter he shall not hold local terminal seniority.
- (5) The displaced Tucson drivers shall be offered the new runs out of San Diego and if they accept they shall have line seniority at San Diego from the date of the first trip pulled by each driver and those line seniority dates shall apply in case of layoff. If they elect not to go to San Diego, they shall be offered employment elsewhere in the Company's operations ahead of new hires.
- (6) Unless other procedures are mutually agreed to between Local 180, Local 224 and the Company prior to March 20, 1968, then under the authority granted to this committee by Article 5, Section 7, of the National Master Freight Agreement, the new Los Angeles-Tucson single-man runs shall be offered on a seniority basis to the Los Angeles sleeper drivers who have been running to Tucson and the drivers accepting such runs shall continue to pull the runs until the next regular annual bid time at which time they shall be posted for bid under applicable bidding procedures. The sleeper drivers who do not receive work on those runs shall exercise their seniority at Los Angeles under applicable seniority rules.
- (7) This change shall be placed into effect not sooner than April 1, 1968.

Case # J. Christenson Company
2-8-3515

Change of Operations Local involved: 431, Fresno, California

We would like to petition the Change of Operations Committee to allow the J. Christenson Division of California Motor Transport Company to change the line operation emanating from our Fresno terminal as follows:

Reduce from 3 to 1, the number of line drivers operating out of, and domiciled in, Fresno.

DECISION: (Change of Operations Committee - Transcript Page 324 - 2/15/68)
M/m/s/c/ that the operational change as clarified on the record be approved.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # O. N. C. Motor Freight System
2-8-3516

Change of Operations Local involved: 542, San Diego, California

In the new bids which O.N.C. Motor Freight System proposes to post and bid at Escondido and Oceanside the week of January 8/68, it is agreed that the following changes be made at these terminals:

1. Discontinue service to the following points now being served on a direct basis, and interline the freight at San Diego or Los Angeles.

Bonsall	Rincon
Fallbrook	Rincon Springs
Pala	San Onofre
Palomar Mountain	San Pasqual Valley
Pauma Valley	Valley Center
Rancho Bernardo	All points North of San Diego County Line

2. Discontinue one short line run out of Escondido.
3. Discontinue position of one office clerk at Oceanside.

DECISION: (Change of Operations Committee - Transcript Page 86 - 2/14/68)
M/m/s/c/ that the operational change be approved as clarified on the record.

Case # O. N. C. Motor Freight System
2-8-3517

Change of Operations Local involved: 467, San Bernardino, California

It is proposed that O.N.C. close the Hemet terminal on the 29th of December, 1967. The work, all or part now being handled by this terminal, is to be transferred to the Colton terminal.
AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Page 92 - 2/14/68)
M/m/s/c/ That the operational change be approved and the seniority dovetailed.

Case # O. N. C. Motor Freight System
2-8-3518

Change of Operations Local involved: 381, Santa Maria, California

It is proposed that O.N.C. Motor Freight System close the Santa Maria terminal January 26, 1968.

AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Page 95 - 2/14/68)
M/m/s/c/ that the operational change be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # West Coast Cartage Co., Inc.
2-8-3519

Change of Local involved: 495, Los Angeles, California
Operations

The present operation at the Los Angeles terminal is as follows:
The Mobile equipment at the Los Angeles terminal is owned by
West Coast Cartage Co., Inc. and serviced in the West Coast
Cartage Co. Inc. shop. There are five employees presently
employed in the shop.

PROPOSED CHANGE:

West Coast Cartage Co Inc. desires to lease the equipment from
Ryder Truck Leasing and Ryder will service and maintain the
equipment in their own shop, with their own personnel.

The five employees who are displaced by this proposed change
will be offered employment by the Ryder Truck Leasing Company
in accordance with the provisions of the Ryder labor agreements
with Local 495.

DECISION: (Change of Operations Committee-Transcript Page 2 - 2/13/68)
M/m/s/c/ that the application as clarified on the record be approved.

Case # Illinois-California Express, Inc.
2-8-3670

Change of Locals involved: 492, Albuquerque, New Mexico
Operations 941, El Paso, Texas

New Freight operation over Highway 85 between Albuquerque
and El Paso serving no intermediate points.

DECISION: (Change of Operations - Transcript Page 317 - 2/15/68)
M/m/s/c/ that the operational change in Case 2-8-3670 be approved with the following
provisos:

- (1) The paid-for miles over the new route between El Paso, Texas and Albuquerque,
New Mexico be established at 340 miles except where extra drivers are used and are
pulling either empty trailers or exempt commodities, in which instance the paid-for
miles shall be 274 miles.
- (2) The one-sixth mileage reduction formula shall be applied against the 340 paid-for
miles as established in No. 1 above, beginning April 1, 1968, and shall continue until
such time as the actual mileage of 274 miles has been accomplished.
- (3) The Western States Area Over-The-Road Supplemental Agreement shall be applied
to the operations between El Paso, Texas and Albuquerque, New Mexico for El Paso-
domiciled drivers in the same manner as it is applied to the Albuquerque, New Mexico-
domiciled drivers.
- (4) The two regular bid positions out of the El Paso terminal shall be posted for bid
of all drivers holding Company line seniority at the El Paso terminal and the success-
ful bidders shall thereafter have their full Company line seniority applied under the
Western States Area Over-The-Road Supplemental Agreement
- (5) This change to be effected immediately upon completion of the bidding at the
El Paso terminal.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Pacific Intermountain Express
2-8-3671

Change of Operations Locals involved: 313, Tacoma, Washington
378, Olympia, Washington

The Employer, Pacific Intermountain Express, stationed a piece of tanker equipment temporarily in the Olympia area. At this time business has changed to the extent that it is desired that this equipment and the man to operate the same be located permanently at the Olympia, Washington location, and the Company asks for an order of the Change of Operations Committee authorizing this. The reason that the three unions are listed as being interested and have been consulted is that this equipment was originally moved from Seattle to Olympia and has been operated at various times by a member of Local 741 and a member of Local 313, coupled with the fact that it is now being moved into the jurisdiction of the Olympia Local 378. The Employer feels that this new operation should probably be bid and requests the advice and ruling of this committee as to how this should be bid, and whether it should be offered only to members of the Olympia local, or perhaps to members of the Olympia Local, Tacoma Local and the Seattle Local. The equipment is presently being operated by a member of Seattle Local.

DECISION: (Change of Operations Committee - Transcript Page 334 - 2/15/68)
M/m/s/c/ that this case be remanded back to the parties and this committee retain jurisdiction.

Case # Certified Freight Lines, Inc.
2-8-3704

Change of Operations Local involved: 186, Santa Barbara, California

We would like to request approval of transferring one delivery run that the Company presently maintains in Santa Barbara to originate at Montalvo. The employee in question would be offered an opportunity to transfer. Also we would like clarification of his seniority when transferred.

DISPOSITION: Withdrawn.

Case # Certified Freight Lines, Inc.
2-8-3705

Change of Operations Locals involved: 186, Santa Barbara, California
224, Los Angeles, California
381, Santa Maria, California

The Company requests continuance of a line drop and pickup of trailers at the Company's Montalvo terminal.

DECISION: (Change of Operations Committee - Transcript Page 253 - 2/14/68)
M/m/s/c/ that the operational change requested be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Certified Freight Lines, Inc.
2-8-3706

Change of Locals involved: 85, San Francisco, California
Operations 287, San Jose, California

The Company requests approval of discontinuing line dropping freight at our San Jose terminal.
We wish to take all freight into San Francisco and deliver from there.

DECISION: (Change of Operations Committee - Transcript Page 222 - 2/14/68)
M/m/s/c/ that the operational change be approved.

Case # Karlson Bros. Trucking Service
2-8-3707

Change of Locals involved: 386, Modesto, California
Operations 431, Fresno, California
439, Stockton, California

Clarification of the seniority of the employees involved when Karlson Bros. Trucking closed down its Modesto operation and moved the work to Manteca.

DECISION: (Change of Operations Committee - Transcript Page 127 - 2/14/68)
M/m/s/c/ in Case #2-8-3707 the closing of the Company's Modesto terminal be approved; and that two jobs at Manteca be offered to the laid-off Modesto drivers on a seniority basis, their seniority at Manteca to be under Article 5, Section 5(b)(2) of the Western States Area Master Agreement. For a period of three years from the date of this decision any vacancies in regular jobs or new regular jobs in the Company's freight operation at Manteca or Fresno be offered to the laid-off Modesto drivers, and if they accept such employment their Company seniority shall prevail for fringe benefits but not for layoff; one offer per employee shall satisfy this requirement.

COMMITTEE FOR LOCAL OPERATIONS

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
11-7-3334 Eastern Express

P & D Ronald Anderson, George Gilliatte, John Golembieski, Dale Jenkins,
Dispute Jerry Lott, Don Tunender, filing for pay claim from June 12th to
July 10, 1967 - 8-1/2 hours.

DISPOSITION: Postponed.

Case # Local 17, Denver, Colorado, and
11-7-3335 Eastern Express

P & D Arthur Keitez and Clyde Gillmore filing pay claim from June
Dispute 12th to July 10, 1967.

DISPOSITION: Postponed.

Case # Local 235, Orange, California, and
11-7-3346 Pacific Motor Trucking

P & D We have requested a change of bidding procedure as established
Dispute in the Memorandum of Understanding for the 1964/1967 contract.
We request to revert back to 100% bid as we had previously at the
Anaheim terminal during the 1961 /1964 contract.

DECISION: (Committee for Local Operations - Transcript Page 2 - 2/13/68)
M/m/s/c/ that 100% of the jobs shall be put up for bid, 80% will be allowed to bid
and 20% will be assigned regular starting times.

Case # Local 431, Fresno, California, and
11-7-3349 Delta Lines

P & D Union claims pay for driver Finch when employee with less seniority
Dispute worked more than Finch worked.

DECISION: (Committee for Local Operations - Transcript Page 177 - 2/15/68)
M/m/s/c/ that on the days Speck made more overtime Finch shall be paid the difference.

Case # Local 542, San Diego, California, and
11-7-3353 Garrett Freightlines

P & D Leroy Larson states: Since June 19, 1967, I have been on layoff.
Dispute During this time San Diego and Los Angeles line drivers have been
doing local cartage work. Also during this time, Garrett Freight
has been sub-contracted out to Aztec for delivery. During this time
I have been available and willing to work. I am therefore claiming
for back wages I feel are due me when I was denied work. Total
claim - \$445.20.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
11-7-3357 Consolidated Freightways, Inc.

Clarification Local 741 asks for clarification from the committee of local operations of the Joint Western Committee, on the decision of Case #11-7-3357.

DECISION: (Committee for Local Operations - Transcript Page 87 - 2/14/68)
M/m/s/c/ in clarification of the decision rendered by this committee in Case 11-7-3357, it was the intent of the motion that it include all employees affected by the change in the starting times, not just the 80% employees.

Case # Local 2, Butte, Montana, and
2-8-3520 Garrett Freightlines

P & D Union stated they are requesting one hour per day at time and
Dispute one-half for two men (Leppanen and Crnich) for all time worked by 20% employees who have been called in at 8:00 a.m.

DECISION: (Committee for Local Operations - Transcript Page 31 - 2/13/68)
M/m/s/and Deadlocked that the claim of the Union be denied.
NOTE: When the decision of the Committee for Local Operations was reported to the Main Committee, it was announced that this case was Settled and Withdrawn.

Case # Local 17, Denver, Colorado, and
2-8-3521 Illinois - California Express, Inc.

P & D Local 17 is filing on behalf of casual employees who worked
Dispute over 12 days in the month of September, 1967.

DECISION: (Committee for Local Operations - Transcript Page 79 - 2/14/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 17, Denver, Colorado, and
2-8-3522 Navajo Freight Lines, Inc.

P & D Company is in dispute with Local 17 on application of above
Dispute Article and Section to dock and employees governed by the Western Empire Operators Association and Teamsters Local 17 Hostler's Addendum.

DECISION: (Committee for Local Operations - Transcript Page 13 - 2/13/68)
M/m/s/c/ that the Company be allowed to put their bid into effect immediately, and the Company is instructed to give all the seniority men an opportunity to qualify on new equipment.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-8-3523 Pacific Intermountain Express

P & D Cyrus W. Deem filing pay claim in the amount of \$42.60.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 17, Denver, Colorado, and
2-8-3524 United-Buckingham Freight Lines

P & D Ronald Glanz filing pay claim in the amount of \$63.36.
Dispute

DECISION: (Committee for Local Operations - Transcript Page 97 - 2/14/68)
M/m/s/c/ that the men in question (Snider, Glanz and Hood) be paid three hours
pay each at the regular straight time hourly rate for time spent in taking physical
examinations.

NOTE: Cases #2-8-3524 and #2-8-3525 were heard together and same decision applies.

Case # Local 17, Denver, Colorado, and
2-8-3525 United-Buckingham Freight Lines

P & D Ronald Glanz filing a pay claim in the amount of \$2.66.
Dispute

DECISION: The decision in Case #2-8-3524 applies.

Case # Local 45, Great Falls, Montana, and
2-8-3526 Consolidated Freightways

P & D Request 8 hours pay at time and one-half, employee Christian,
Dispute not called back when rested.

DECISION: (Committee for Local Operations - Transcript Page 63 - 2/13/68)
M/m/s/c/ that due to the particular facts presented in this case the claim of the
Union be denied.

Case # Local 57, Eugene, Oregon, and
2-8-3527 Pacific Motor Trucking Company

P & D Dispute over work around claim for 1-1/2 hours overtime pay
Dispute for employee H. L. Sage on October 3, 4, 10, and 11, 1967, when
junior man Paul Hamilton was worked.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 57, Eugene, Oregon, and
2-8-3528 Pacific Motor Trucking Company

P & D Dispute over the Union's request that the Company bid the Sears
Dispute run and that it should be bid as the other regular runs.

DECISION: (Committee for Local Operations - Transcript Page 22 - 2/13/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
2-8-3529 O. N. C. Fast Freight

P & D This dispute involves James Rouse not being called to work on
Dispute September 17, 1967 and junior employees who were worked.

DISPOSITION: Settled and Withdrawn.

Case # Local 154, Seattle, Washington, and
2-8-3530 Los Angeles-Seattle Motor Express

Office Company insists on collecting Health and Welfare and Pension
Dispute payment during maternity leave of absence of Marcelle Hanson.

DECISION: (Committee for Local Operations - Transcript Page 123 - 2/14/68)
M/m/s/c/ that based upon the statement by Mr. Volkoff as Chairman of the Union
Office Workers Negotiating Committee, confirmed in prior oral conversations with
Mr. Mansfield as Chairman of the Employer Office Workers Negotiating Committee,
that employees on bona fide maternity leave of absence under the Office Workers
Contract are not required to make Health and Welfare and Pension contributions.

Case # Local 190, Billings, Montana, and
2-8-3531 Consolidated Freightways

P & D CASE #M-782: Request 8 hours pay for Walter Morse for work
Dispute performed by a junior employee on 11/29/67.

CASE #M-783: Request 8 hours pay for Elmer Gable for work
performed by a junior employee on 11/8/67.

DECISION: (Committee for Local Operations - Transcript Page 91 - 2/14/68)
M/m/s/c/ due to the particular facts presented in this case the claim of the Union
be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3533 Consolidated Freightways, Inc.

P & D Dave Harwood (Case #10357) and Edward Hines, Jr. (Case #10358)
Dispute reported for work on the date of September 1, 1967, qualified,
able and available to perform their assigned duties, and upon
reporting for said duties, the Employer denied Harwood and
Hines the opportunity to work placing them on an improper lay-
off and suspension, with the allegation that they were "improperly
dressed."

DECISION: (Committee for Local Operations - Transcript Page 221 - 2/15/68)
M/m/s/c/ that based on the evidence presented there was a technical violation of
the Agreement in respect to the Company suspending Harwood and Hines without
a prior warning notice. Therefore, it is the decision of the committee that they be
issued a warning notice for the incident on September 1, 1967 and paid for the time
lost on that day.

Case # Local 208, Los Angeles, California, and
2-8-3534 Consolidated Freightways

P & D Alex W. Desatoff was employed by the Employer as a casual,
Dispute working various periods during the months of July, August,
September, October and November, 1967. Desatoff completed
in excess of 12 days of said employment in the month of August,
1967. The Local Union requests a letter of hire and establishing
steady employment with a seniority date as of the first day
Desatoff worked in said month (August).

DECISION: (Committee for Local Operations - Transcript Page 197 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement the case is untimely
and therefore improperly before this committee.

Case # Local 208, Los Angeles, California, and
2-8-3535 Consolidated Freightways

P & D Alex W. Desatoff was employed by the Employer as a casual,
Dispute working various period during the months of July, August, September,
October and November, 1967. Desatoff completed in excess of
12 days of said employment in the month of October, 1967. The
Local Union requests a letter of hire establishing steady employ-
ment with a seniority date as of the first day Desatoff worked in
said month (October).

DECISION: (Committee for Local Operations - Transcript Page 204 - 2/15/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case
to Case #11-7-3471 and Case #11-7-3492.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-8-3536 Consolidated Freightways

P & D John Pawelski was employed by the Employer as a casual, working
Dispute various periods during the months of July, August, September,
October and November, 1967. Pawelski completed in excess of
12 days of said employment in the month of August, 1967.

The Local Union requests a letter of hire establishing steady
employment with a seniority date as of the first day Pawelski
worked in said month (August).

DECISION: (Committee for Local Operations - Transcript Page 201 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement this case is untimely
and therefore improperly before this committee.

Case # Local 208, Los Angeles, California, and
2-8-3537 Consolidated Freightways

P & D CASE #10604: Hank Salazar was disallowed compensation for
Dispute time claimed on the date of September 22, 1967, thereby depriving
Salazar of two hours compensation for such time claimed. The
Union claims two hours compensation at the applicable rate of
pay for the date set forth herein.

CASE #10605: George Minnehan was disallowed compensation
for time claimed on the date of September 22, 1967, thereby
depriving Minnehan of two hours compensation for such time
claimed. The Local Union claims two hours compensation at
the applicable rate of pay for the date set forth herein.

DECISION: (Committee for Local Operations - Transcript Page 209 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement this case is untimely
and therefore improperly before this committee.

Case # Local 208, Los Angeles, California, and
2-8-3538 Consolidated Freightways

P & D On behalf of George David, the Union requests the reinstatement
Dispute of David, together with all seniority rights and benefits, and
with back pay for all time lost from the date of March 30, 1967.

DECISION: (Committee for Local Operations - Transcript Page 212 - 2/15/68)
M/m/s/and Deadlocked that George David be returned to work as of November 8/67
and be compensated for all time lost, less monies earned elsewhere, and that
Health and Welfare and Pension payments be made.

NOTE: See Main Committee for final disposition.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3539 Milne Truck Lines

P & D It is the contention of the Union that Robert Klass has been work-
Dispute ing at Milne Truck since July 10 through September 15, 1967.
We claim that he is a regular employee.

DECISION: (Committee for Local Operations - Transcript Page 35 - 2/13/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case
to Case #11-7-3471 and #11-7-3492.

Case # Local 208, Los Angeles, California, and
2-8-3540 Peerless Trucking Company

P & D CASE #10649: Local Union asks Company to comply with
Dispute Article 41, Section 2, when peak of business requires early
starting time they must be posted for bid.
CASE #10650: Seniority violation and moneys. Company has
an 80% bid on starting times only. Therefore, starts 20 percenters
on early starting times every day at 9:00 A.M. and 10:00 A.M.
without giving senior men the preference to come in at these
starting times.

DECISION: (Committee for Local Operations - Transcript Page 71 - 2/13/68)
M/m/s/c/ that based on the 80-20 percent application in this particular case the
claim of the Union is denied.

Case # Local 208, Los Angeles, California, and
2-8-3541 Ringsby Truck Lines

P & D CASE #10403: David R. Baynes was employed as a casual on
Dispute the date of September 1, 1967 and Baynes completed in excess
of 13 days of employment during said month. The Local Union
requests a letter of hire with a seniority date of September 1/67.
CASE #10404: Ronald Jurado was employed as a casual on the
date of August 1, 1967, and completed in excess of 13 days of
employment during said month. The Local Union requests a
letter of hire with a seniority date of August 1, 1967.

DECISION: (Committee for Local Operations - Transcript Page 105 - 2/14/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case to
Case #11-7-3471 and Case #11-7-3492.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3542 Transcon Lines

P & D On behalf of Jack Roeth and in view of this case, the Local
Dispute Union is asking for the vacation pay on the anniversary date of
John Thomas Roeth and all interest accrued on his vacation
money.

DECISION: (Committee for Local Operations - Transcript Page 112 - 2/14/68)
M/m/s/c/ that based on the decision in JWC Case #7-454, Page 412 of the July,
1962 transcript of the Main Committee the claim of the Union in this case be denied.

Case # Local 208, Los Angeles, California, and
2-8-3543 Union Pacific Motor Freight Company

P & D The Employer maintains a practice of withholding wages due
Dispute B. W. Hodges, as the result of time consumed by Hodges for
lunch period under the applicable conditions of the Freight
Agreement. The Union requests that the Employer be directed
to cease and desist.

DECISION: (Committee for Local Operations - Transcript Page 186 - 2/15/68)
M/m/s/c/ that based on the facts presented in this particular case the claim of
the Union be denied.

Case # Local 222, Salt Lake City, Utah, and
2-8-3544 Ringsby Truck Lines

P & D It is the Union's position that since the Company required the
Dispute employees to tally the freight off the line haul equipment and sign
or initial bill or manifest, the men are entitled to Checker's pay.

DISPOSITION: Withdrawn.

Case # Local 334, Spokane, Washington, and
2-8-3545 Beardmore Heavy Hauling

Office Ruth F. Stickney was called to work on several occasions and
Dispute worked less than 40 hours during that week.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-8-3546 Certified Freight Lines

P & D Complaint by James Tilford: "When I first paid attention to
Dispute check it was on September 18, 1967 and it was for \$3.76-1/2 per
hour. Then on September 25, 1967, it was for \$3.86-1/2 per
hour. Then I found out from the Union contract that the Company
owed me ten cents per hour more from June until September.
I request the Local Union collect ten cents per hour for me for
a total of 369 hours in the amount of \$36.90.

DECISION: (Committee for Local Operations - Transcript Page 129 - 2/14/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement the claim of James
Tilford is untimely and therefore improperly before this committee.

Case # Local 357, Los Angeles, California, and
2-8-3547 Pacific Motor Trucking

P & D The Company has regular position of Bill Signer that they did
Dispute not bid on the annual bid. Local 357 requests all positions and
classifications be posted for bid as per our contract.

DECISION: (Committee for Local Operations - Transcript Page 165 - 2/15/68)
M/m/s/c/ that the work described in this case be assigned in order of seniority
on the shift in question.

Case # Local 357, Los Angeles, California, and
2-8-3548 Signal Trucking

P & D For and on behalf of James D. Felts: Signal send a certified
Dispute letter to the Local 357 Dispatch Hall of which I was not a member
at that time, claiming they did not have my address. Herb Helmers
told me to go process for work and was turned down in July, 1967.
I claim 46 days pay.

DECISION: (Committee for Local Operations - Transcript Page 160 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement this case is untimely
and therefore improperly before this committee.

Case # Local 357, Los Angeles, California, and
2--8-3549 Transcon Lines

P & D For and on behalf of George Fuller: I charge Mr. B. Atkinson
Dispute with violation of Article 41, "Seniority shall be broken only by
discharge, voluntary quit, or more than 2 years layoff. On
October 9, 1967 he used Gustafson as route clerk. This clearly
violates my seniority, I am the next qualified route clerk on the
seniority list for the 12:01 a.m. shift.

DECISION: (Committee for Local Operations - Transcript Page 173 - 2/15/68)
M/m/s/c/ that based on the particular facts presented in this case the claim of
the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 357, Los Angeles, California, and
2-8-3550 Willig Freight Lines

P & D For and on behalf of members of Local 357 - Employees at
Dispute Willig Freight. During the week of September 25, 1967, discussed
the problem of bill blocking and/or routing being done by one
or more Union exempt (Company) employees; name
Mr. C. B. Weaver, Mr. H. Chamberlin and Mr. Jud Price.
We maintain this has now been made a regular position and/or
positions starting at approximately 3:30 a.m. and therefore
subject to posting for bid, as this work comes under our contract
unit, Local 357, blocking and/or routing.

DECISION: (Committee for Local Operations - Transcript Page 143 - 2/15/68)
M/m/s/c/ that the work described in this case is within the jurisdiction of Local
357 and the money claim be denied.

Case # Local 357, Los Angeles, California, and
2-8-3551 Willig Freight Lines

P & D Ernest Lunceford questions the application of the "60-40 Agreement"
Dispute between Local 357 and Willig Freight Lines.

DECISION: (Committee for Local Operations - Transcript Page 150- 2/15/68)
M/m/s/and Deadlocked that the Company did change starting times in violation of
the contract, and further, that the Company pay the affected employees the one
hour at time and one-half where claimed ahead of their normal start time of 2:00 p.m.
NOTE: See Main Committee for final disposition.

Case # Local 150, Sacramento, California, and
2-8-3672 Pacific Motor Trucking

P & D Union claims Company improperly eliminated Working Leader-
Dispute man Classification. Union claims monies due senior qualified
man.

DECISION: (Committee for Local Operations - Transcript Page 53 - 2/13/68)
M/m/s/c/ that the work performed by the former working leaderman be returned
to the bargaining unit and that the Company assign or bid, as required, a working
leaderman position and the money claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-8-3692 Griley Security Freight Lines

P & D On Thursday, December 28, 1967 the Company dispatched
Dispute Chuck Thorn, a junior man, instead of Ronald Wagner. We are asking the difference in pay.

DECISION: (Committee for Local Operations - Transcript Page 255 - 2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer representative was not present for either Griley or Quick Service these two cases be referred back to the Main Committee for disposition because they are late filings.

Case # Local 208, Los Angeles, California, and
2-8-3693 Milne

P & D Claim by Manuel Soto for 1-1/2 hours for not being allowed to
Dispute finish out tour of duty.

DECISION: (Committee for Local Operations - Transcript Page 49 2/13/68)
M/m/s/and Deadlocked that the claim of the Union be denied.

NOTE: See Main Committee for final disposition.

Case # Local 208, Los Angeles, California, and
2-8-3695 Pacific Motor Trucking

P & D Claim for senior man when Company dispatched a junior man
Dispute to Eastman Kodak in his place.

DECISION: (Committee for Local Operations - Transcript Page 136 - 2/15/68)
M/m/s/c/ that the senior employee desiring the Eastman Kodak delivery in question be allowed to pull such run and any monies claimed in this case be denied.

Case # Local 208, Los Angeles, California, and
2-8-3696 Quick Service Transfer

P & D Money claim for the rigging rate of pay for Leslie Ritchie -
Dispute 5 hours @ \$5.98 per hour instead of \$3.84 per hour.

DECISION: (Committee for Local Operations - Transcript Page 255 - 2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer representative was not present for either Griley or Quick Service these two cases be referred back to the Main Committee for disposition because they are late filings.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case #

2-8-3552 L-598 CHARLES BURKE, member of Local 357, Los Angeles, Calif. Employee of Western Gillette, Inc. Request is for a period of 30 days, effective December 4, 1967, for the purpose of accepting a non-covered position.

DECISION: (Sub-Committee - Transcript Page 230 - 2/15/68) Request Approved.

L-599 LES DAVIS, member of Local 17, Denver, Colorado. Employee of Navajo Freight Lines, Inc. Request is for a period of 90 days, effective December 11, 1967, for the purpose of trying out for a Dock Foreman position.

DECISION: (Sub-Committee - Transcript Page 231 - 2/15/68) This request is referred back to the parties for proper processing.

L-600 DAVID E. DORN, member of Local 357, Los Angeles, Calif. Employee of Metropolitan Terminals. Request is for a period of 90 days, effective November 13, 1967, for the purpose of accepting Supervisory position.

DECISION: (Sub-Committee - Transcript Page 232 - 2/15/68) Request Approved.

L-601 PHILLIP FITZGERALD, member of Local 224, Los Angeles, California. Employee of T.I.M.E. Freight, Inc. Request is for a period of 30 days, effective October 16, 1967, for the purpose of acceptance of Supervisory position (Dispatcher)

DECISION: (Sub-Committee - Transcript Page 233 - 2/15/68) Request Approved.

L-602 JAMES E. McCaffery, member of Local 357, Los Angeles, California. Employee of Transcon Lines. Request is for a period of 90 days, effective October 31, 1967, for the purpose of accepting a job in an exempt category.

DECISION: (Sub-Committee - Transcript Page 234 - 2/15/68) Request Approved.

L-603 WILLIAM JOHN McClain, member of Local 357, Los Angeles, California. Employee of Superior Fast Freight. Request is for a period of 90 days, effective November 13, 1967, for the purpose of working for Management in the capacity of a Dispatcher.

DECISION: (Sub-Committee - Transcript Page 235 - 2/15/68) Request Approved.

L-604 BILLY G. REYNOLDS, member of Local 208, Los Angeles, California. Employee of Illinois-California Express. Request is for a period of 60 days, effective November 13/67 for the purpose of non-classified job (Dispatcher).

DECISION: (Sub-Committee - Transcript Page 236 - 2/15/68) Request Approved.

L-605 FRED D. SMITH, member of Local 104, Phoenix, Arizona. Employee of Transcon Lines. Request is for a period of 90 days, effective December 1, 1967, for the purpose of accepting the position of Supervisor of Terminal Operations on a trial basis.

DECISION: (Sub-Committee - Transcript Pg. 237 - 2/15/68) Request Approved.

L-606 TOM TOMBERLIN, member of Local 208, Los Angeles, California. Employee of Thunderbird Freight Lines, Inc. Request is for a period of 90 days, effective November 6, 1967, for the purpose of transferring to Sale Dept.

DECISION: (Sub-Committee - Transcript Pg. 238 - 2/15/68) Request Approved.

L-607 THOMAS ARENA, member of Local 208, Los Angeles, Calif. Employee of Thunderbird Freight Lines, Inc. Request is for a period of 90 days, effective January 2, 1968, for the purpose of trying out for Salesman.

DECISION: (Sub-Committee - Transcript Pg. 239 - 2/15/68) Request Approved.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case #
2-8-3552 L-608 ROBERT MOTT, member of Local 208, Los Angeles, Calif. Employee of Valley Motor Lines. Request is for a period of 30 days, effective December 1, 1967, for the purpose of accepting job as Dispatcher with Company.
DECISION: (Sub-Committee - Transcript Pg. 240 - 2/15/68) Request Approved.

L-609 FRANK SERRATORE, member of Local 208, Los Angeles, California. Employee of Valley Copperstate Sunset, Valley Express Co., Division. Request is for a period of 90 days effective November 30, 1967, for the purpose of working as Dock Foreman.
DECISION: (Sub-Committee - Transcript Pg. 241 - 2/15/68) Request Approved.

L-610 JAMES C. WAHNON, member of Local 208, Los Angeles, California. Employee of Alco Transportation Co. Request is for a period of 90 days, effective January 2, 1968, for the purpose of taking position of Dispatcher for Alco.
DECISION: (Sub-Committee - Transcript Pg. 242 - 2/15/68) Request Approved.

L-611 RICHARD L. WILLIAMS, member of Local 224, Los Angeles, California. Employee of Hadley Auto Transport. Request is for a period of 90 days, effective November 13, 1967, for the purpose of accepting temporary position as Driver Supervisor.
NOTE: A 90 day Leave was granted at the November, 1967 JWAC Meeting - Case #11-7-3358 - L-589, commencing Sept. 1, 1967. As per phone call to Clyde Yandell, Secretary Treasurer of Local 224 on January 10, 1968, this Leave of Absence was NOT taken by the employee.
DECISION: (Sub-Committee - Transcript Pg. 243-2/15/68) Request Approved.

L-612 JOHN BAHNER, member of Local 17, Denver, Colorado. Employee of Navajo Freight Lines. Request is for a period of 90 days, effective December 11, 1967, for the purpose of trying out for a Dock Foreman position.
DECISION: (Sub-Committee - Transcript Pg. 245-2/15/68) Request Approved.

L-613 NICOLAS CASARES, member of Local 492, Albuquerque, New Mexico. Employee of I. C. X. Request is for a period of 90 days, effective December 4, 1967, for the purpose of taking a position as Supervisory Dock Foreman for a 90 day trial period.
DECISION: (Sub-Committee - Transcript Page 246 - 2/15/68) Request Approved.

L-614 JOSEPH MICHAEL LOUGHLIN, member of Local 81, Portland, Oregon. Employee of United-Buckingham Norwalk. Request is for a period of 90 days, effective November 14, 1967, for the purpose of taking a salaried job on a trial basis.
DECISION: (Sub-Committee - Transcript Page 247 - 2/15/68) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case #

2-8-3552 L-615 NIELS S. PETERSON, member of Local 224, Los Angeles, California. Employee of I. M. L. Freight, Inc. Request is for a period of 90 days, effective December 31, 1967, for the purpose of accepting a non-Union Supervisory position.
DECISION: (Sub-Committee - Transcript Page 248 - 2/15/68) Request Approved.

L-616 KEITH W. REYBURN, member of Local 357, Los Angeles, California. Employee of Transcon Lines. Request is for a period of 90 days, effective December 28, 1967, for the purpose of accepting a position in Management.
DECISION: (Sub-Committee - Transcript Page 249 - 2/15/68) Request Approved.

L-617 CLYDE RUSSELL, JR., member of Local 17, Denver, Colorado. Employee of Miller Bros., Inc. Request is for a period of 90 days, effective January 8, 1968, for the purpose of acting in a Supervisory capacity.
DECISION: (Sub-Committee - Transcript Page 250 - 2/15/68) Request Approved.

L-618 ERNEST J. TRUJILLO, member of Local 17, Denver, Colorado. Employee of Miller Bros., Inc. Request is for a period of 90 days, effective December 4, 1967, for the purpose of acting in a Supervisory capacity.
DECISION: (Sub-Committee - Transcript Page 251 - 2/15/68) Request Approved.

L-619 DOUGLAS TREMBERTH, member of Local 208, Los Angeles, California. Employee of American Consolidators. Request is for a period of 90 days, effective January 8, 1968, for the purpose of working for Company in capacity of Dock Supervisor.
DECISION: (Sub-Committee - Transcript Page 252 - 2/15/68) Request Approved.

L-620 MEL ERNST, member of Local 533, Reno, Nevada. Employee of Wells Cargo. Request is for a period of 90 days, effective February 5, 1968, for the purpose of trying out as a Dock Foreman.
DECISION: (Sub-Committee - Transcript Page 253 - 2/15/68) This request is referred back to the parties for proper processing.

L-621 BERT FENTON, member of Local 741, Seattle, Washington. Employee of O. N. C. Fast Freight. Request is for a period of 90 days, effective January 30, 1968, for the purpose of taking up an assignment as Business Agent for the Local Union.
DECISION: (Sub-Committee - Transcript Page 254 - 2/15/68) Request Approved.

MAIN COMMITTEE

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
8-6-2559 Willig Freight Lines

Clarification Fluor Products desire that the Company drop trailers at their plant and the shipper loads his own product. This action permitted by JWC decision in Case #8-6-2559, but Union says that this applies only to truck loads. The Union would like a clarification of JWC Case #8-6--2559. Company contends that it does not mean only truck loadss.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that under Article 45 LTL, if hand loaded, this work must be performed by Local 980 local men; and since the LTL was handled by dockmen of Local 980, the claim of the Union in this particular case is denied.

Case # Local 287, San Jose, California, and
5-7-3062 California Cannery

O-T-R Pay claim for McEver. Union claiming overtime rate of pay
Dispute for a shortline driver who worked on a Saturday in a higher pay scale area.

DECISION: (Main Committee - Transcript Page 360 - 2/14/68)
M/m/s/c/ if the work performed by the drivers on Saturday is the same as it is during the work week, the Company's position will be sustained; if the work on Saturday is different from the work performed during the work week, then the Union's position is sustained.

Case # Local 70, Oakland, California, and
8-7-3156 Pierce Freight Lines

Joint Casual, Tolefree, was dispatched as heavy driver. After complet-
Council #7 ing local delivery, Tolefree was returned to yard, was then sent
Dispute to Colgate and worked until noon. At that time was brought back to terminal and clocked out. Claims full day's pay.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Locals 222, Salt Lake City, Utah - Local 483, Boise, Idaho
8-7-3207 Local 983, Pocatello, Idaho - Local 976, Ogden, Utah, and
Intermountain Operators League - Pacific Intermountain Express
I. M. L. Freight, Inc.

Master Under the terms of the Memorandum of Understanding on Riders
Dispute as agreed to in the recent negotiations, Joint Council #67 has not been able to come to any agreement with the Employers involved with the following Riders: Rider #327 (MS-77)-Shortline Operations. Guide for classifying Dockmen, Loaders, Helpers and Checkers. Local 222, on behalf of Joint Council #67 requests the JWAC to resolve these issues.

DECISION: (Main Committee - Transcript Page 48 - 2/13/68)
M/m/s/c/ that any employee checking or signing and receiving freight on the dock on his shift be paid the checker rate of pay.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 980, Santa Rosa, California, and
8-7-3294 Willig Freight Lines

Joint Council #7 Dispute Union claims that trailer loaded at Morgan Wood in Cloverdale should be brought back to the terminal in Santa Rosa by a Local Pick-Up and Delivery man, and the short line out of Fort Bragg would pick up at terminal and take on to San Francisco.

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
8-7-3296 Garrett Freightlines, Inc.

Warning Letters Teamster Local 741 protests the 67 warning letters written on April 26, 1967 by Garrett Freightlines, received in Local 741's office on April 27, 1967, by registered mail.

DISPOSITION: Postponed.

Case # Local 208, Los Angeles, California, and
11-7-3343 Pacific Motor Trucking Company

P & D Dispute H. C. Tamburelli claims, pending examination of the records, monies earned by junior employees who were worked in his stead as follows: P. Cramer on dates of June 21, 1967 and July 13/67. M. Rhoden on dates of June 22nd, 26th, 27th, 28th, 29th, July 5th, 6th, 10th, 11th, 12th, 13th, 1967.

DISPOSITION: (Main Committee - Transcript Page 672 - 2/16/68)
In case #11-7-3343, Local 208 and Pacific Motor Trucking Company, the Chair will appoint a special committee to investigate and report to the Main Committee at the next grievance meeting. That committee will consist of Gene Shepherd, Barney Volkoff, Gordon Kirby and Earl Mansfield of California Trucking Association. They will investigate the claims in this case and report to this committee at the next meeting.

Case # Local 70, Oakland, California, and
11-7-3361 Ringsby Truck Lines

Interpre- Asking for Interpretation, JWC Case #11-7-3361. Union's position
tation was that all of the facts were not brought out at the JWC and that the Company was in fact holding back 8 days pay which was in violation of the State Labor Code.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that Friday is payday; but if checks are here Thursday they will be paid on that day.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 11-7-3366 Los Angeles-Seattle Motor Express

Joint The Company claims that any employee must work 13 days in a
 Council #7 calendar month to receive paid vacation and that they can pro-rate
 Interpret- his vacation. Example - his anniversary date is September and
 tation he wishes his vacation pay in June. The Company claims he is
 not entitled to July, August, and September.

DISPOSITION: Withdrawn.

Case # Local 81, Portland, Oregon, and
 11-7-3375 O. N. C. Fast Freight

O-T-R Dispute with O.N.C. over a runaround claim for driver Thommen.
 Dispute This was a trip to Medford on September 7, 1967 which was pulled
 by a casual.

DISPOSITION: Settled and Withdrawn.

Case # Local 85, San Francisco, California, and
 11-7-3379 Santa Fe Trails

Joint Under piggy-back plan 4, the Company is unloading pigs at the
 Council #7 pig ramp in Oakland, then taking them to San Francisco with a
 Dispute Local 70 driver and dropped at consignee and unloaded by Local 85
 personnel. Union's position is that if a Local 70 driver stays with
 the trailer they have objection, but if the trailer is dropped at
 consignee a Local 85 man should be left with the trailer.

DISPOSITION: Postponed.

Case # Local 180, Los Angeles, California, and
 11-7-3381 Consolidated Copperstate

O-T-R Local 180 takes the position that this team, Couch and Gray were
 Dispute runaround some fifty hours and should be compensated for same
 at the regular hourly rate of \$3.50 per hour, a total sum of
 \$175.00 for each man.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
 11-7-3383 DC International, Inc.

O-T-R Local 180 takes the position that a runaround took place on September
 Dispute 7, 1967 at 7:49 A.M. when a Denver Tractor #355 was dispatched
 with Trailer #4702.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
11--7-3393 Garrett Freightlines

O-T-R Claim in behalf of Mark that if the dispatcher told him he would
Dispute not have to be available for a call until 5:00 P.M., then the claim
be paid, but if the dispatcher told him he would not be going out
until 5:00 P.M. then the claim be denied.

DECISION: (Main Committee - Transcript Page 78 - 2/13/68)
M/m/s/c/ the claim be denied, based on the calls.

Case # Local 222, Salt Lake City, Utah, and
11-7-3394 I. M. L. Freight, Inc.

O-T-R The Union is requesting that the Company be required to show
Dispute the number of miles driven on the driver's check stubs. The
Union contends that the Company formerly showed this information
but the new payroll procedures have omitted it and that Article
48, Section 3 requires a showing of the number of miles driven.

DECISION: (Main Committee - Transcript Page 62 - 2/13/68)
M/m/s/c/ that the claim of the Union be upheld, in accordance with the provisions
of the contract.

Case # Local 222, Salt Lake City, Utah, and
11-7-3395 I. M. L. Freight, Inc.

Automotive The Company and the Union have an agreement to bid holiday work
Dispute on the basis of full Company seniority, rather than by seniority
in classification. After the bids were awarded, due to an unexpected
load of ammunition, the Company required additional steamers
during Memorial Day and the Company called the senior qualified
man who had bid day shift but hadn't been awarded it.

DECISION: (Main Committee - Transcript Page 56 - 2/13/68)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 287, San Jose, California, and
11-7-3406 Consolidated Freightways

O-T-R A San Jose driver bobtailed from San Jose to the Consolidated
Dispute terminal at San Leandro. He picked up a load and delivered it
to the consignee in San Jose. The Union is claiming the local
rate of pay for the driver involved.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 287, San Jose, California, and
11-7-3410 Pacific Motor Trucking

Joint Work jurisdiction. The Company is dropping trailers at the
Council #7 Payless Drug Stores for Van Load Sales. These trailers are
Dispute left at the consignee for two, three or four days. The Union's
position is that the Company may not drop trailers without local
men in attendance.

DISPOSITION: Postponed.

Case # Local 287, San Jose, California, and
11-7-3412 U. S. Products

O-T-R Company in violation of Article 41.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 495, Los Angeles, California, and
11-7-3424 Pacific Motor Trucking

Automotive Local 495 in behalf of Richard Swayzer requests that the Company
Dispute be instructed to bid the stockroom job.

DISPOSITION: (Main Committee - Transcript Page 89 - 2/13/68)
Referred to the parties.

Case # Local 495, Los Angeles, California, and
11-7-3425 Walkup Merchant's Express

Automotive Local 495 in behalf of William McSorley claims 9 hours pay for
Dispute work performed by someone outside of bargaining unit.

DECISION: The decision in Case #2-8-3621 applies.

Case # Local 533, Reno, Nevada - Local 150, Sacramento, California, and
11-7-3426 McLeod Trucking

O-T-R Employer violating Change of Operation. Refuses to make agree-
Dispute ment between owner/operator, Employer and the Union. Believe
Employer using subterfuge. Requesting cease and desist order.

DECISION: (Main Committee - Transcript Page 314 - 2/14/68)
M/m/s/c/ that the Company is in violation of the contract and the two-hour claim
of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
 * * * * *

Case # Local 741, Seattle, Washington, and
 11-7-3431 Consolidated Freightways

O-T-R Local 741 requests runaround pay in the amount of a Seattle to
 Dispute Portland turn for D. J. Olsen, Consolidated Freightways, Seattle
 line driver, when on July 7, 1967, Portland driver Gaston went
 from Moses Lake after a layover to Portland via Seattle and
 dropped and picked in Seattle.

DISPOSITION: Settled and Withdrawn.

Case # Local 898, El Centro, California, and
 11-7-3457 Imperial Truck Lines, Inc.

Warning Protest of warning notice dated August 7, 1967 to Arthur
 Letter McBride.

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
 11-7-3471 O. N. C. Motor Freight System

P & D Local 741 is in dispute with the seniority date of the following
 Dispute Pick-Up and Delivery and dock employee of O.N.C: Clause Hereth -
 September, 1967. Union claims this employee should be placed
 on the regular seniority list on the first day in the calendar month
 that he worked 12 days and be reimbursed for holidays and other
 fringe benefits he has due under the Agreement.

DECISION: The decision in Case #2-8-3585 applies.

Case # Local 468, Oakland, California, and
 11-7-3482 Pacific Intermountain Express

O-T-R Union is filing for difference between an Omaha and a Twin Cities
 Dispute dispatch for grievants Silva and Chatburn.

DISPOSITION: Postponed.

Case # Local 180, Los Angeles, California, and
 11-7-3491 Consolidated Freightways

O-T-R Eugene Whittington is filing against Consolidated Freightways for
 Dispute paying improper mileage and for applying the 1/6th formula improperly.

DECISION: (Main Committee - Transcript Page 763 - 2/16/68)
 M/m/s/and Deadlocked the one-sixth formula applies.
 M/m/s/and did not receive a majority vote 'that this case go to arbitration.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
11-7-3492 Russell Truck

P & D The Union contends that John Neubauer has been working at
Dispute Russell Truck prior to 9/1/67. We are asking for a letter of
hire; also asking for all days that junior or casual men have work-
ed in his stead since date of 9/29/67.

DECISION: The decision in Case #2-8-3585 applies.

Case # Local 224, Los Angeles, California, and
11-7-3493 Pacific Motor Trucking

O-T-R Local 224 on behalf of Ambrosino and Baldonada claim abuse of
Dispute free time at the layover point.

DECISION: (Main Committee - Transcript Page 615 - 2/15/68)
M/m/s/c that the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
2-8-3532 Basin Truck Lines

P & D The Local Union asks that Richard Nebles be placed on the
Dispute seniority list as of October 13, 1967 .

DECISION: (Committee for Local Operations - Transcript Page 121 - 214/68)
This case was referred to the Main Committee
DECISION: The decision in Case #2-8-3585 applies.

Case # Local 208, Los Angeles, California, and
2-8-3535 Consolidated Freightways

P & D Alex W. Desatoff was employed by the employer as a casual,
Dispute working various period during the months of July, August, September,
October and November, 1967. Desatoff completed in excess of 12
days of said employment in the month of October, 1967. The Union
requests a letter of hire establishing steady employment with a
seniority date as of the first day Desatoff worked in said month
(October).

DECISION: (Committee for Local Operations - Transcript Page 204 - 2/15/68)
M/m/s/c that this case be referred to the Main Committee as a companion case to
#11-7-3471 and #11-7-3492.
DECISION: The decision in Case #2-8-3585 applies.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3539 Milne Truck Lines

P & D It is the contention of the Union that Robert Klass has been work-
Dispute ing at Milne Truck since July 10th through September 15, 1967.
We claim that he is a regular employee.

DECISION: (Committee for Local Operations - Transcript Page 35 - 2/13/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case to
Case #11-7-3471 and #11-7-3492.

DECISION: The same decision applies as in Case #2-8-3585.

Case # Local 208, Los Angeles, California, and
2-8-3541 Ringsby Truck Lines

P & D CASE #10403: David R. Baynes was employes as a casual on
Dispute the date of September 1, 1967 and Baynes completed in excess of
13 days of employment during said month. The Local Union
requests a letter of hire with a seniority date of September 1, 1967.
CASE #10404: Ronald Jurado was employed as a casual on the
date of August 1, 1967 and completed in excess of 13 days of
employment during said month. The Local Union requests a
letter of hire with a seniority date as of August 1, 1967.

DECISION: (Committee for Local Operations - Transcript Page 105 - 2/14/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case
to Case #11-7-3471 and Case #11-7-3492.

DECISION: The decision in Case #2-8-3585 applies.

Case # Local 357, Los Angeles, California, and
2-8-3551 Willig Freight Lines

P & D Ernest Lunceford questions the application of the "60-40 Agreement
Dispute between Local 357 and Willig Freight Lines.

DECISION: (Committee for Local Operations - Transcript Page 150-2/15/68)
M/m/s/and Deadlocked that the Company did change starting times in violation of
the Contract and further that the Company pay the affected employees the one hour
at time and one-half where claimed ahead of their normal start time of 2:00 p.m.

NOTE: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 730 -)
M/m/s/c/ that the money claims in this case be denied due to the misunderstanding
of the sixty-forty formula, and that the Company be instructed to bid the starting
times and positions now.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-8-3553 Coast Cartage Company

Factual The drivers were laid off at Metropolitan Warehouse when Coast
 Interpre- Cartage took over the house account at Universal Car and
 tation Western Car. The Contract states "employees of a cartage
 company on a House Account which is lost in any manner to
 another company shall go with the account." Coast Cartage
 refused to take the people, therefore, this claim is for a day's
 pay for each laid off employee for each day this continues to
 occur.

DECISION: (Main Committee - Transcript Page 344 - 2/14/68)
 M/m/s/c/ this case will be referred to the National Committee.

Case # Local 208, Los Angeles, California, and
 2-8-3554 G & H Transportation

Factual This company has been told both by Local 396 Business Agent
 Interpre- and Local 208 Business Agent that by them taking over house
 tation account or contract account at TCD and Universal Carloading
 and/or Western Carloading, involving up to 17 regular drivers,
 that the drivers go with the job. G & H as I understand pulled
 out of TCD and Universal.

DECISION: (Main Committee - Transcript Page 344 - 2/14/68)
 M/m/s/c/ that this case will be referred to the National Committee.

Case # Local 357, Los Angeles, California, and
 2-8-3555 Transport Cartage & Distributing Company

Factual For and on behalf of 16 TCD Members: For approximately 15
 Interpre- years TCD had 16 men working on the Universal Carloading dock
 tation (TCD, House #2) where they maintained their own seniority roster.
 On September 4, 1967, TCD abolished these 16 jobs and dove-
 tailed them in with TCD (House #1) seniority roster. We are
 protesting this action taken by TCD and are asking these 16 men
 be restored to their positions on Universal dock and maintain
 their own seniority roster as in the past.

DECISION: (Main Committee - Transcript Page 400 - 2/14/68)
 M/m/s/and Deadlocked that the Company's position in this case be sustained.
 M/m/s/ and did not receive a majority vote that this case go to arbitration.
 This case is referred to the National Committee.

Case # Local 17, Denver, Colorado, and
 2-8-3556 Navajo Freight Lines, Inc.

Master Allen LaBrant was billed by Household Finance for the amount of
 Dispute \$416.77 for payments. The Company should pay this Employment
 Agency fee.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 57, Eugene, Oregon, and
2-8-3557 McCracken Bros. Motor Freight

O-T-R Dispute Dispute over 3/4 hour wait time for Robert Ellison on October
16, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
2-8-3558 Consolidated Freightways

Joint Seniority. Union requesting day's pay for Varazza, Romano and
Council #7 Chapman. Grievants on temporary layoff.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
2-8-3559 Hutchinson Drayage

Joint The Union claims that the Company dropped trailer at Interlines-
Council #7 Blankenship Warehouse on November 13, 1967, and that the
Dispute employees of American Can Company loaded the trailer. The
Union is requesting a day's pay for this work.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ the company will pay eight hours to whomever is designated by the Union
and will recognize Article 45 and their responsibility of controlling their leased
operators. Any time handloading is performed, it will be done with Local 70 men.

Case # Local 70, Oakland, California, and
2-8-3560 Hutchinson Drayage

Joint Union's position was that the Company had dropped trailers on
Council #7 specified dates at Interlines-Blankenship Warehouse Company
Dispute and that the trailers were loaded by non-Union personnel.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
The decision in Case #2-8-3559 applies.

Case # Local 70, Oakland, California, and
2-8-3561 Pacific Motor Trucking

Joint This case involves the assignment of work involving delivery of
Council #7 pig trailers direct to the customer. The Union claims this is work
Dispute for bid Trans-Bay drivers. The Company claims this work can
be assigned to anyone available.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that the four hours shall be allowed to this trans-bay driver with the under-
standing that the Company and the Union get together and devise rules that apply to
the contract.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 2-8-3562 Ringsby Truck Lines

Joint The Company is trapping American President Lines vans at the
 Council #7 consignee or shippers in Local 70 jurisdiction. The shipper or
 Dispute consignee is loading or unloading the freight. The Union's
 position was that the driver should remain with the van.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
 2-8-3563 Consolidated Freightways

O-T-R Dispute over runaround claim for Erickson and Davis who were
 Dispute not properly dispatched at Los Angeles on October 6, 1967.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
 2-8-3564 Consolidated Freightways

O-T-R The Union contends that Dickson and Thommen were called to
 Dispute work 4 hours after they arrived in Los Angeles. They wanted
 8 hours rest and since they were called to work on their 6th hour,
 the Union feels they should be paid.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
 2-8-3565 Exley Express

O-T-R Dispute over runaround claim for drivers Rigdon and Mullins
 Dispute which occurred September 7, 1967.

DECISION: (Main Committee - Transcript Page 301 - 2/14/68)
 M/m/s/c/that the Company and Union check the records. And if the records reflect
 that other line drivers have used the so-called "local and short line equipment" on
 a sleeper cab operation the claim be paid; otherwise denied.

Case # Local 81, Portland, Oregon, and
 2-8-3566 Garrett Freightlines, Inc.

O-T-R Runaround claim of driver Lyle D. Wheeler for a Portland-Seattle
 Dispute turn on August 13, 1967 on Claim #300679 dated August 18, 1967
 for 348 miles on this turn. The Union contends that grievance was
 filed within the 45 day period which period does not include weekends.

DECISION: (Main Committee - Transcript Page 644 - 2/15/68)
 M/m/s/c/ that the "45 days" is calendar days.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-8-3567 Garrett Freightlines

O-T-R Runaround claim for Allan Aldrich which occurred on August
Dispute 13, 1967 and which involved a trip from Portland to Pendleton
via Yakima and Walla Walla, which was pulled by another driver.

DECISION: The decision in Case #2-8-3566 applies.

Case # Local 81, Portland, Oregon, and
2-8-3568 Interstate Motor Lines

O-T-R Dispute over pay claim for driver Don W. Puckett involving 1/4
Dispute hour for personally fueling of equipment at Boise, Idaho on
September 19, 1967.

DECISION: (Main Committee - Transcript Page 641 - 2/15/68)
M/m/s/c/ the claim be denied.

Case # Local 81, Portland, Oregon, and
2-8-3569 Nehalem Valley Motor Freight

O-T-R Protest of the Company's practice of utilizing Longview employees
Dispute in pulling freight from Portland to St. Helens area.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3570 Nehalem Valley Motor Freight

O-T-R Dispute over pay claim for Bill Walton. The Union contends that
Dispute the Company took a city driver and worked him in town and then
he was assigned to a road run and then went back to city work.
He worked 4-1/2 hours in town, took Wauna trip and back in town
one hour.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3571 Nehalem Valley Motor Freight

O-T-R The Union contends that Al Price is a line driver working on the
Dispute extra board and is not an assigned bid man. Mr. Walton is a
local pick-up and delivery man and pulled a line trip to Wauna.
Mr. Price was available and should have pulled the trip.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-8-3572 Nehalem Valley Motor Freight

O-T-R Dispute Dispute over runaround claim of driver Albert Price brought about by a Longview driver pulling a Clatskanie and Wauna trailer out of Portland on December 15, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3573 O. N. C. Fast Freight

O-T-R Dispute Dispute on behalf of Thelbert Norman for check and fuel time and time spent other than driving. Trip claim #269301 for dispatch date of September 29, 1967.

DECISION: (Main Committee - Transcript Page 185 - 2/13/68)
M/m/s/c/ that the man be paid a minimum of 30 minutes check and fuel, but any time spent checking and fueling shall be credited to the 30 minutes and any time over 30 minutes be paid.

Case # Local 81, Portland, Oregon, and
2-8-3574 O. N. C. Fast Freight

O-T-R Dispute The Union contends that Mr. Carver is a Portland bid driver on Portland to Goldendale and return. There is so much wait time in Goldendale, he checks equipment in Portland and again checks equipment in Goldendale. This time was always paid for until September 24, 1967. He has always received 30 minutes, plus time in Goldendale.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3575 O. N. C. Fast Freight

O-T-R Dispute Claim for one hour for eat time in Seattle as driver did not eat because there wasn't any eating facility available.

DECISION: (Main Committee - Transcript Page 179 - 2/13/68)
M/m/s/c/ that in view of the evidence presented the present practices be maintained and the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
2-8-3576 O. N. C. Fast Freight

O-T-R Dispute Dispute over runaround claim for driver E. R. Ashford for November 24, 1967.

DECISION: (Main Committee - Transcript Page 200 - 2/13/68)
M/m/s/c/ that Mr. Ashford be paid seven hours pay.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-8-3577 O. N. C. Fast Freight

O-T-R Dispute Dispute over the two hour minimum layover guarantee claim
for driver Milt Shrum.

DECISION: (Main Committee - Transcript Page 207 - 2/14/68)
Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3578 Truck Operators League of Oregon

O-T-R Dispute Dispute over the Union's request to negotiate an additional
hourly rate of pay for pulling three double bottom trailers.

DECISION: (Main Committee - Transcript Page 673 - 2/16/68)
M/m/s/c/ that in those cases where the daily guarantee for miles driven only exceeds
the triples mileage rate on line runs, no additional premium shall be paid.

Case # Local 81, Portland, Oregon, and
2-8-3579 United-Buckingham Norwalk

O-T-R Dispute Dispute over runaround claim for driver Eugene Gosson involving
dispatch runs and a run which was cancelled on Dec. 13, 1967.

DECISION: (Main Committee - Transcript Page 572 - 2/15/68)
M/m/s/c/ that the claim be paid.

Case # Local 85, San Francisco, California, and
2-8-3580 Delta Lines, Inc.

Joint Council #7 Dispute Whether or not air freight picked up at the airport is, or is not,
connecting carrier freight. Union's position was that the Company
used a swing shift hostler to pick up freight at the airport and
bring it to the terminal. The Union is asking for time and a half
for the grievant's entire shift.

DECISION: (Main Committee - Transcript Page 803 -2/16/68)
M/m/s/c/that the committee retain jurisdiction until Local 85 can bring proof that
past practice in this area exists. If the rate in this matter is a through rate with
division of revenue, the claim of the Union is denied; if two or more rates are
applied as a combination of locals, the claim of the Union is allowed.

Case # Local 85, San Francisco, California, and
2-8-3581 Western Carloading

Joint Council #7 Dispute Union protests the method of work assignment of Dan Nava and
is claiming a day's pay for Nava for each day lost. The case involves
shift seniority when transferring from one shift to another for
job openings.

DECISION: (Main Committee - Transcript Page 803 - 2/16/68)
M/m/s/c/ that based on the facts in this case the claim of the Union is denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
2-8-3582 Willig Freight Lines

O-T-R Union contends that driver Ellis Brown was dispatched out of
Dispute order and is claiming mileage to Fresno and return.

DECISION: (Main Committee - Transcript Page 583 - 2/15/68)
M/m/s/c/ that the committee hold jurisdiction and that both parties are requested
to either settle it or bring in some documentary evidence of what the practice is.

Case # Local 150, Sacramento, California, and
2-8-3583 McKeown Transportation

O-T-R Union claims \$11.88 due Merle Dias and Chet Moreland due to
Dispute dispatcher improperly relieving them of duty on 9-14/67. Union
claims when drivers relieved and then called back before 8 hours
this becomes paid-for time. The dispatcher arbitrarily knocked
them off the clock.

DECISION: (Main Committee - Transcript Page 460 - 2/15/68)
M/m/s/c/ that this case be remanded back to the parties and this committee retain
jurisdiction.

NOTE: The Main Committee reconsidered this case and the Motion was made,
seconded and Deadlocked that the claim be upheld.
The Motion for Arbitration Carried and H. L. Woxberg was selected as Arbitrator.

Case # Local 150, Sacramento, California, and
2-8-3584 McKeown Transportation

O-T-R Union claims men were relieved of duty on this trip at Las Vegas
Dispute due to a breakdown. Union under terms of Rider claims 850 miles
pay for two men for two trips.

DECISION: (Main Committee - Transcript Page 479 - 2/15/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
The motion for arbitration carried and H. L. Woxberg was selected as Arbitrator.

Case # Local 150, Sacramento, California, and
2-8-3585 O. N. C. Fast Freight

Master Union claims Warner J. Ambord gained seniority July 5, 1967,
Dispute entitled to Health and Welfare contributions from the months of
August, 1967 to date. Union claims pay for Labor Day and Thanks-
giving Day due man. Further, Union claims day's pay for every
day junior man worked since November 10, 1967 when Ambord did
not work.

DECISION: (Main Committee - Transcript Page 489 - 2/15/68)
M/m/s/c/ that Case #2-8-3585 be remanded back to the parties and settled in accor-
dance with the understandings had on the record.

(Continued on Page 49)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
2-8-3585 O. N. C. Fast Freight

Master Continued from Page #48:
Dispute

NOTE: The committee has interpreted Article 48, Section 4 of the Western States Area Pick-Up and Delivery Local Cartage and Dock Workers Agreement as follows: The words "when used to replace a regular employee under the above conditions, the casual's time card shall be so noted", shall apply to day-to-day absences and no notification to the Union is necessary. Insofar as replacements for vacations and "seasonal employees", Article 3 Section 2, "Probationary and Casual Employees", of the National Master Freight Agreement shall apply and notification shall be given to the Union. Mutual agreement is not required. Any controversy will be subject to the grievance procedure.

Case # Local 180, Los Angeles, California, and
2-8-3586 Consolidated Freightways

O-T-R L. D. Baker and J. E. Mabbott are filing for 11-3/4 hours
Dispute runaround for each man.

DECISION: (Main Committee - Transcript Page 770 - 2/16/68)
M/m/s/c/ the claim be denied.

Case # Local 180, Los Angeles, California, and
2-8-3587 Illinois-California Express

O-T-R Local 180 takes the position that Duckworth is entitled to \$9.00
Dispute claiming that his vacation pay was not properly computed and paid. Duckworth has an anniversary date of 6-7-57 and he was working under the Central States Contract at this time according to that Contract vacations earned after April 1, 1967 are to be paid \$230.50 for each week. He was paid \$226.00 for the first two weeks and \$230.50 for the third week.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
2-8-3588 Illinois-California Express

O-T-R Local 180 takes the position that Burrus and Collins are entitled
Dispute to be paid the mileage from Winslow to Albuquerque and Albuquerque to Winslow at the regular rate.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
2-8-3589 Los Angeles-Seattle Motor Express

O-T-R Charles Newton is filing a complaint for 1/4 hour time spent in
Dispute taking on fuel which was denied on August 29, 1967, for a trip
made from August 22, 1967 to August 25, 1967.

DECISION: (Main Committee - Transcript Page 332 - 2/14/68)
M/m/a/c/ that based on the facts in this particular case and the length of time
involved, that the claim be denied.

Case # Local 180, Los Angeles, California, and
2-8-3590 Navajo Freight Lines

O-T-R On June 3, 1967 at 0700 Navajo Freight Lines dispatched Donald
Dispute Williams and Richard McGruder to Albuquerque, New Mexico
with a Kansas City load or a load which they should have pulled
on to Kansas City. These men are claiming the difference in
miles from Albuquerque to Kansas City and back to Albuquerque.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
2-8-3591 Navajo Freight Lines

O-T-R CASE #50: Walter Erickson and George Clark are asking for
Dispute three hours pay on the basis that they were runaround in Kansas
City.
CASE #51: W. Keeton and F. Spallone are asking for 5-1/2 hours
runaround in Kansas City.

DECISION: (Main Committee - Transcript Page 355 - 2/14/68)
M/m/s/c/ that based on the dispatch rules between Local 180 and Navajo Freight
Lines, the drivers are not required to change equipment except in case of breakdown,
with the understanding that the Company has the right to send a two-axle tractor
out ahead of a three-axle tractor or vice versa at the layover point without paying
runaround pay. This decision is based on a previous decision in a case between
Local 180, Consolidated Freightways and PIE. Therefore, the money claims are denied.

Case # Local 180, Los Angeles, California, and
2-8-3592 Navajo Freight Lines

O-T-R Local 180 is filing a claim against Navajo Freight Lines for the
Dispute cost of bringing the body of Stanley Drake back to Los Angeles,
plus any interest that may be added to the bill.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
2-8-3593 Pacific Intermountain Express

O-T-R Local 180 takes the position that Mr. Newton and Thompson are
Dispute entitled to 17 hours pay at \$3.50 per hour, a total of \$59.50 for
each man.

DISPOSITION: Settled and Withdrawn.

Case # Local 190, Billings, Montana, and
2-8-3594 Garrett Freightlines

O-T-R Request in behalf of Don Knudsen all monies lost due to being
Dispute cancelled out on his bid run on 11/27/67, and the run being pulled
by a Billings-Butte driver.

DECISION: (Main Committee - Transcript Page 451 - 2/15/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 190, Billings, Montana, and
2-8-3595 Garrett Freightlines

O-T-R Request 4 hour wait time at railroad crossing at Glendive for
Dispute Vic Bachmeier.

DISPOSITION: Withdrawn

Case # Local 190, Billings, Montana, and
2-8-3596 N. P. Transport

Automotive Request 3 hours a day at overtime rate for mechanics doing
Dispute Teamsters work.

DECISION: (Main Committee - Transcript Page 629 - 2/15/68)
M/m/s/c/ that in Case #2-8-3596, they be paid an hour and a half a day for 84
days per man rather than three hours a day.

Case # Local 222, Salt Lake City, Utah, and
2-8-3597 Garrett Freightlines, Inc.

O-T-R Salt Lake sleeper team Thompson and Kennedy arrived at their
Dispute Las Vegas lay point ahead of another Salt Lake team which also
had a Las Vegas lay point. Both teams were given a call time for
16:00. However, Thompson and Kenedy did not report until 16:45.
The other team reported at 16:00 and were dispatched on a trip
to pick up a load at Emeryville. Thompson and Kennedy were
dispatched on a shorter trip. They claim the additional miles,
contending that, as the first team in, they are entitled to the
longer trip.

DECISION: (Main Committee - Transcript Page 87 - 2/13/68)
M/m/s/c/ the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-8-3598 Garrett Freightlines, Inc.

O-T-R Salt Lake sleeper team Gause and Laughter were dispatched
Dispute from Salt Lake City to Los Angeles. They checked their equipment
and departed the Salt Lake terminal. At Murray, Utah, they
discovered that they had the wrong trailer and returned to the
terminal to make a change. They claim one and one-half hours
pay per man for the time involved.

DECISION: (Main Committee - Transcript Page 84 - 2/13/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 222, Salt Lake City, Utah, and
2-8-3599 I. M. L. Freight, Inc.

O-T-R After suspension of operations in the trucking industry in April
Dispute of 1967, the driver team in this case was returned from Salt
Lake City to the point where their equipment had been left. It
is the Union's position that the drivers are entitled to actual
time, or 8 hours, whichever is the greater.

DECISION: (Main Committee - Transcript Page 67 - 2/13/68)
M/m/s/c/ that this case be handled in accordance with the previous lockout cases
and the same decision be rendered.

Case # Local 222, Salt Lake City, Utah, and
2-8-3600 I. M. L. Freight, Inc.

O-T-R Salt Lake sleeper team Wade and Isenhart arrived at their lay-
Dispute over point at Fresno at 21:00 hours on July 28, 1967 (Friday)
and were put off duty. The drivers state that they were not given
a definite call time, but were told their load would be ready about
0100 or 0200. The Union claims pay for abuse of free time from
02:30 until the drivers departed at 1200 the next day, 9-1/2 hours
per man.

DECISION: (Main Committee - Transcript Page 68 - 2/13/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 224, Los Angeles, California, and
2-8-3601 Cargo Carriers, Inc.

O-T-R Local 224 on behalf of Charles L. Payton claims 13-1/2 hours
Dispute at the short line rate of pay on 10/12/67. Mr. Payton was
available and a junior man (Bill Deady) was used in his stead.

DECISION: (Main Committee - Transcript Page 541 - 2/15/68)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-8-3602 Los Angeles-Seattle Motor Express

O-T-R Local 224 on behalf of the division drivers at LASME requests
Dispute the JSC to instruct the Company to comply with the N. M. F. A.
Article 16, and furnish suitable "defect report forms" in
multiple copy.

DECISION: (Main Committee - Transcript Page 371 - 2/14/68)
M/m/s/c/ that the Company comply with Article 16 of the National Master Freight
Agreement.

Case # Local 224, Los Angeles, California, and
2-8-3603 Los Angeles-Seattle Motor Express

O-T-R CASE #95: Local 224 on behalf of Joe Comeaux claims 4-1/2
Dispute hours misdispatch on 11-1-67 at Stockton, California
CASE #97: Local 224 on behalf of Charles E. Bissitt claims
misdispatch at the Stockton layover point on 12-6-67, 1-1/2
hours; 12/8/67, 1-1/2 hours.

DECISION: (Main Committee - Transcript Page 383 - 2/14/68)
M/m/s/c/ that these claims be paid, that the case of the dispatch rules be remanded
back to the parties and if they cannot reach satisfactory dispatch rules, that at the
next JWC session this committee will establish the rules. In the interim of this
procedure, there will be no additional money claims.

Case # Local 224, Los Angeles, California, and
2-8-3604 Valley Motor Lines

O-T-R Local 224 on behalf of Maurice Riganti and all affected members
Dispute under its jurisdiction, is asking that the Company comply with
Article 56 of the Western States Area Over-The-Road Supplemental
Agreement and compute mileage post office to post office.

DECISION: (Main Committee - Transcript Page 529 - 2/15/68)
M/m/s/c/ in view of the fact that on May 7, 1959 the Southern California Joint Area
Committee in accordance with Article 11, Section 3 of the 1958-1961 Agreement
established the four-level interchange in Los Angeles as the point from which
mileage was to be determined and the fact that that decision was upheld by the JWC
on April 10, 1962 (Case #3-187) it is still in effect and the claim be denied.

Case # Local 224, Los Angeles, California, and
2-8-3605 Western Gillette, Inc.

O-T-R Local 224 on behalf of Clarence D. LaMore claims 26-1/2 hours
Dispute misdispatch on December 2, 1967 by driver Harrah. Approxi-
mately \$92.75.

DECISION: (Main Committee - Transcript Page 545 - 2/15/68)
M/m/s/c/ that the claim of the Union be paid based on the dispatch rules.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
 2-8-3606 Western Gillette

O-T-R Local 224 on behalf of drivers James V. Percer and Charles
 Dispute R. Sachman, claims two hours minimum layover at Phoenix
 on October 16, 1967.

DECISION: (Main Committee - Transcript Page 549 - 2/15/68)
M/m/s/c that this case be referred to the National Committee.

Case # Local 231, Bellingham, Washington, and
 2-8-3607 Lynden Transfer, Inc.

O-T-R Union requests Employer be instructed to pay drivers for time
 Dispute involved in equipment check after reporting for duty.

DISPOSITION: Settled and Withdrawn.

Case # Local 315, Martinez, California, and
 2-8-3608 J. Christenson Company

Joint Union's position was that the Company was making pick-ups
 Council #7 and deliveries in their jurisdiction with Local 70 man. Asking
 Dispute for day's pay for top man on hiring hall list.

DISPOSITION: Withdrawn

Case # Local 315, Martinez, California, and
 2-8-3609 Consolidated Freightways

Tanker Union asking for pay for Joe Nisonger for 12/5/67 for trip from
 Dispute Long Beach to San Pablo as sleeper team was sent out one hour
 after Joe had available hours from Long Beach through Martinez.

DISPOSITION: Postponed.

Case # Local 315, Martinez, California, and
 2-8-3610 Delta Lines

Joint The Union protested the Company's using drivers from another
 Council #7 Local jurisdiction to make pick-ups and deliveries in Local 315's
 Dispute area. They asked for 8 hours pay for the too man in the hiring
 hall.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
2-8-3611 Santa Fe Trails Transportation

Joint The Union's position is that the grievants, Tom Perez and
Council #7 Otto Burch, have worked for 13 days and are entitled to seniority
Dispute under the Agreement.

DECISION: (Main Committee - Transcript Page 803 - 2/16/68)
M/m/s/c/ that due to the facts in this case, and this case only, the two men have
gained seniority. However, this decision precludes the filing of any similar cases
which might be pending prior to this date. There is no money claim. The two men
will only be called for non-driving jobs.

Case # Local 467, San Bernardino, California, and
2-8-3612 Watson-Wilson - Yellow Transit

O-T-R The Company has refused Smith's request to return to his home
Dispute terminal which is Oakland, California from Barstow, California
per the language of Article 5, Section 5, Paragraph 2, of the
National Master Freight Agreement and JWAC decision in Case
#11-6-2700.

DECISION: (Main Committee - Transcript Page 172 - 2/13/68)
M/m/s/c/ that the claim be denied.

Case # Local 468, Oakland, California, and
2-8-3613 Bigge Drayage Company

O-T-R The Union is claiming pay for drivers under the A.G.C. Contract.
Dispute The drivers were delivering one piece of pipe to a construction
site.

DECISION: (Main Committee - Transcript Page 154 - 2/13/68)
M/m/s/and Deadlocked that the claim be denied.
M/m/s/and did not receive a majority vote 'that this case go to arbitration.'

Case # Local 468, Oakland, California, and
2-8-3614 Delta Lines, Inc.

O-T-R The Union is asking for five additional bid runs into the Sacra-
Dispute mento area. They claim that the volume of freight moving into
this area would warrant the additional bids.

DECISION: (Main Committee - Transcript Page 129 - 2/13/68)
M/m/s/c/ that the Company be instructed to make the records available on the
short line operation to determine the number of bids that should be bid or be support-
ed in accordance with Article 41 of the Agreement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-8-3615 Los Angeles-Seattle Motor Express

O-T-R The position of the Union was that the claimant domiciled in
Dispute Crescent City, California, but was employed at the Company's
Seattle, Washington terminal. He was subsequently asked by
the Company to transfer to the Bay Area. The Union is claim-
ing the moving expense from Crescent City to the Bay Area.

DECISION: (Main Committee - Transcript Page 595 - 2/15/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 468, Oakland, California, and
2-8-3616 O. N. C. Fast Freight

O-T-R Runaround claim for Joseph Moniz for 68-1/2 hours November
Dispute 18, 1967 through November 21, 1967.

DECISION: (Main Committee - Transcript Page 693 - 2/16/68)
M/m/s/c/ that due to the facts in this case the claim be denied.

Case # Local 468, Oakland, California, and
2-8-3617 O. N. C. Fast Freight

O-T-R Runaround claim in the name of Joseph Moniz. Union claiming
Dispute a difference of \$220.23 from November 4, 1967 through Nov.25/67.

DECISION: (Main Committee - Transcript Page 702 - 2/16/68)
M/m/s/c/ that Moniz be compensated the difference in moneys, if any, from
November 14th to November 25th.

Case # Local 468, Oakland, California, and
2-8-3618 O. N. C. Fast Freight

O-T-R Union claiming 8 hours runaround December 18, 1967 in the
Dispute name of Joseph Moniz.

DECISION: (Main Committee - Transcript Page 732 - 2/16/68)
M/m/s/c/ that this committee retain jurisdiction of this case pending a decision on
the PMT case, which was not approved when we approved the Agenda at the Monday
meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-8-3619 O. N. C.

O-T-R A Los Angeles driver was dispatched from Los Angeles to
Dispute Sacramento. He was put on layover and then dispatched to
Oakland with an empty set. He was put on layover in Oakland
and at the end of two hours was dispatched to Los Angeles.
Willard J. Rogers was dispatched from Oakland to Medford and
is claiming difference in mileage between L.A. and Medford
run on September 30, 1967.

DECISION: (Main Committee - Transcript Page 739 - 2/16/68)
M/m/s/c/ that based on the facts in this case the claim be allowed.

Case # Local 468, Oakland, California, and
2-8-3620 Western Gillette, Inc.

O-T-R Money claim in the names of James Tarter and Razzie DiSalvi.
Dispute Union is claiming 440 miles, around \$50.34, dated Nov. 29, 1967.

DISPOSITION: Withdrawn.

Case # Local 495, Los Angeles, California, and
2-8-3621 Walkup Merchant's Express

Automotive Local 495 in behalf of Wm. McSorley, Levi Smith and James
Dispute Cannady claims \$5,670.89 when people other than themselves
and outside of the bargaining unit have performed work covered
by Local 495 contract.

DECISION: (Main Committee - Transcript Page 99 - 2/13/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."
NOTE: The same decision applies to Case #11-7-3425.

Case # Local 551, Lewiston, Idaho, and
2-8-3622 Garrett Freightlines

O-T-R Sleeper team, Christinsen and Suddeth, depriving regular
Dispute Lewiston station road driver of work on November 10, 1967.
Union claims wages for local driver.

DISPOSITION: Postponed.

Case # Local 631, Las Vegas, Nevada, and
2-8-3623 Ringsby Truck Lines

O-T-R Mike Cumins, the mechanic, drove a tractor to Utah Hill to inter-
Dispute change tractors with a line tractor that was broken down. I was
deprived of work from 6:30 p.m., November 3, 1967 to 6:00 a.m.,
November 4, 1967. Grievance filed by Charles Webb, Jr.

DISPOSITION: Settled and Withdrawn

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
2-8-3624 Consolidated Freightways - Bulk Commodities

Tanker CASE #T-107-862: Local 692 asks pay for proper Los Angeles
Dispute sleeper team for trip that Martinez sleeper team made to Seattle
on 9-1-67 and return.
CASE #T-107-865: Union claims pay for proper Los Angeles
sleeper team on 9-21-67 when Martinez men pulled trip to Seattle
and return.

DISPOSITION: Postponed.

Case # Local 692, Long Beach, California, and
2-8-3625 Padre Freight Lines

Master Local 692 protests the discharge of John Bean from Padre Freight
Dispute Lines on December 6, 1967. Bean has been an employee, truck
driver, loader, lift truck operator since May of 1948.

DISPOSITION: Withdrawn.

Case # Local 692, Long Beach, California, and
2-8-3626 Progressive Transportation

Heavy It is the position of Local 692 that our member, J. L. McHale is
Specialized in fact a regular seniority employee of Progressive Transportation.
Dispute

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
2-8-3627 Consolidated Freightways, Inc.

Interpre- On Sunday, December 31, 1967, L. M. Spencer, W. H. Purchase,
tation C. Lovegren Jr., and James Skinner, who are casuals were
hired by Consolidated Freightways - Seattle, to work four hours
between 6:00 a.m. and 10:00 a.m. They were paid four hours
at one and one-half times the casual rate. Local 741 claims
that the above named men were entitled to an 8 hour guarantee
at one and one-half times the casual rate.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
2-8-3628 Los Angeles-Seattle Motor Express

O-T-R Claim is for Portland turn pay for Al Hede and for two extra men
Dispute on December 11th, and for Portland turn pay on December 18th
for Al Hede and first man that did not work.

DECISION: (Main Committee - Transcript Page 591 - 2/15/68)
M/m/s/c/ that Hede be paid one trip and that the rest of the pay be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-8-3629 Portland - Seattle Freight Lines

O-T-R Local 741 requests runaround pay for Russell E. Lane from
Dispute Portland-Seattle Freight Lines in the amount earned by Portland
extra man, Goodno, on November 20, 1967, when Goodno made
a Portland-Seattle turn and Russell Lane didn't work.

DISPOSITION: Withdrawn.

Case # Local 961, Denver, Colorado, and
2-8-3630 Garrett Freight Lines, Inc.

O-T-R Bob Finley and Dale Davis state: Drivers operate doubles from
Dispute Denver to Moab, Utah, at Moab drivers pick up third trailer,
drop two trailers at Monticello, Utah and continue on to Cortez,
Colorado. Union contends triple bottom rate should be paid
from Moab to Cortez.

DECISION: (Main Committee - Transcript Page 455 - 2/15/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to arbitration."
This case is referred to the National Committee.

Case # Local 961, Denver, Colorado, and
2-8-3631 Illinois-California Express, Inc.

O-T-R Dean Fiscus requests that he be paid an Amarillo trip due to the
Dispute Los Angeles team pulling our freight, thereby depriving Knox of
his bid and his pulling the run he could have pulled as an extra
man. Runaround by Knox - 15-1/2 hours from time he got out
until I got out.

DECISION: (Main Committee - Transcript Page 650 - 2/16/68)
M/m/s/c/ since protection of the six bids was not specifically spelled out, the
claim of the Union be denied.
NOTE: Cases #2-8-3631, #2-8-3632, and #2-8-3633 were heard together.

Case # Local 961, Denver, Colorado, and
2-8-3632 Illinois-California Express

O-T-R Dean Fiscus states: On Friday, November 1, 1967, Tractor #918
Dispute and Trailers #5204 and #5003 with Conley and Hiteshew were dis-
patched Denver to Los Angeles at 10:00 p.m. overhead above the
solo runs. We claim this is our work and is in violation of our
seniority and the bid runs. I request pay for a Denver-Albuquerque
trip.

DECISION: The decision in Case #2-8-3631 applies.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3633 Illinois-California Express

O-T-R On 9-2-67, I. C. X. ran only two of the six solo bids, Denver to
Dispute Albuquerque. This is a cancellation of four bid regular men.
This grievance filed by Local 961 for and on behalf of I. C. X.
employees who would have pulled a trip had not the regular man
been cancelled. (Driver Miller)

DECISION: The decision in Case #2-8-3631 applies.

Case # Local 961, Denver, Colorado, and
2-8-3634 Navajo Freight Lines, Inc.

O-T-R Arch Owen states: On trip sheet #84915 claimed one hour guard
Dispute and meal time, Lake Point, Utah. Claimed one hour guard and
meal time, Elko, Nevada.

DECISION: (Main Committee - Transcript Page 219 - 2/14/68)
M/m/s/c/ the claim of the Union be upheld.
Cases #2-8-3634, #2-8-3636, #2-8-3640, and #2-8-3641 were heard as one case.

Case # Local 961, Denver, Colorado, and
2-8-3635 Navajo Freight Lines, Inc.

O-T-R C. H. Tinsley states: Claiming one round trip to Albuquerque
Dispute on 12-1-67.

DECISION: (Main Committee - Transcript Page 248 - 2/14/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Local 961, Denver, Colorado, and
2-8-3636 Navajo Freight Lines, Inc.

O-T-R Walter O. Warner States: On trip sheet #94270 claimed 7 hours,
Dispute paid 3-3/4. Denial slip shows 3 hours denied but was actually
short 4-1/4. One hour meal stop Lamar, one hour meal stop
Rawlins, one hour meal stop Flux, one hour meal stop Winnemucca.

DECISION: The decision in Case #2-8-3634 applies.

Case # Local 961, Denver, Colorado, and
2-8-3637 Navajo Freight Lines, Inc.

O-T-R L. J. Cowan and Paul R. Meyer state: We were dispatched from
Dispute Denver to Chicago - Chicago to Oakland with a San Jose drop.
Then back to Oakland with balance of the load - the north route.

DECISION: (Main Committee - Transcript Page 502 - 2/15/68)
M/m/s/c/ that based on the past practice the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3638 Navajo Freight Lines, Inc.

O-T-R Speaks and Stehle claim 3-1/2 hours delay time because the
Dispute load was ready and so were they, but they could not go because
of the strike.

DECISION: (Main Committee - Transcript Page 238 - 2/14/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 961, Denver, Colorado, and
2-8-3639 Navajo Freight Lines, Inc.

O-T-R Local 961 is asking to invoke Article 43, Section 5, of the
Dispute Over-The-Road Contract. More specifically, the money disputes
procedure of the 1964-1967 Contract. We feel Navajo has quali-
fied themselves by arbitrarily scratching off time that is clear
in the contract and the JWC decision #2-6-2288.

DECISION: (Main Committee - Transcript Page 243 - 2/14/68)
M/m/s/c/ that it be referred to the National Committee.

Case # Local 961, Denver, Colorado, and
2-8-3640 Navajo Freight Lines, Inc.

O-T-R Claude C. Griffin and L. J. Griffis state: On trip sheet #83721
Dispute on a trip Denver to Camp Parks with a load of ammo. We
stopped to eat at Medicine Bow and Winnemucca where the
Company had someone to guard the load, we also stopped at
Evanston, Wyoming, Wendover, and Baxter to change drivers
and eat at these places. We claimed one hour eat and guard
time as this is the point we always stop at. We claim 3 hours
pay.

DECISION: The decision in Case #2-8-3634 applies.

Case # Local 961, Denver, Colorado, and
2-8-3641 Navajo Freight Lines, Inc.

O-T-R T. S. Shepherd states: Ammo guard to change time Carlin,
Dispute Nebraska - no guard set up at this stop.

DECISION: The decision in Case #2-8-3634 applies.

Case # Local 961, Denver, Colorado, and
2-8-3642 Red Ball Motor Freight, Inc.

Master Local 961 on behalf of Red Ball's office employees states: On
Dispute Tuesday, October 24, 1967 at approximately 3:00 p.m. Herb
Bailey and Chuck Hasslock presented terminal Manager Jerry
Stratman 12 authorization cards, authorizing Local 961 as the
bargaining representative for Red Balls' office employees.
Local 961 is requesting the Company be instructed to comply
with the contract and bring these office workers under the Office
Workers Supplement of the Eleven Western States Agreement.

DECISION: (Main Committee - Transcript Page 554 - 2/15/68)
M/m/s/and Deadlocked that Case #2-147 applies in this case and that decision should
be the ruling.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3643 The Ringsby System

O-T-R Walter Killing and David Warriner state: Runaround on trip
Dispute #46744. We claim runaround from 8:75 a.m. until 13:38 p.m.

DECISION: (Main Committee - Transcript Page 745 - 2/16/68)
M/m/s/c/ that the parties be directed to inspect the dispatch records, and if the truck that dropped and picked at Sacramento did have an Oakland lay point, the claim is denied.

Case # Local 961, Denver, Colorado, and
2-8-3644 The Ringsby System

O-T-R K. L. Anders claims \$29.75 abuse of free time at Reno.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
2-8-3645 The Ringsby System

O-T-R D. Richard Hill and Thomas E. Neville state: Highway Patrol
Dispute and Chief of Police (Mr. Hart) at Steamboat Springs, Colorado both advised us that highway visibility was zero over the Summit of Rabbit Ears Pass. In view of the fact that we had a set of doubles and had had trouble on previous hills, we considered it unsafe to travel.

DECISION: (Alternate Main Committee - Transcript Page 52 - 2/14/68)
M/m/s/and Deadlocked that the warning notices be rescinded.

Case # Local 961, Denver, Colorado, and
2-8-3646 The Ringsby System

O-T-R James B. Jensen and Theron Stockton state: The dispatcher sent
Dispute our assigned Tractor #3254 to Steamboat Springs, Colorado by a mechanic driver for another team who were broken down to use to return to Denver. They called us to go out November 21, 1967 with another tractor that was not our regular assigned tractor. We refused this extra equipment as all of our snow gear and log books were in our regular equipment. They did not dispatch us out of town until November 23, 1967 when our regular assigned tractor finally returned to town - 44-1/2 hours, \$155.75.

DECISION: (Main Committee - Transcript Page 752 - 2/16/68)
M/m/s/c/ the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 961, Denver, Colorado, and
2-8-3647 The Ringsby System

O-T-R Harold Longacre and Thomas Petek state: Our Tractor #6098
Dispute was pulled out of service. I was called at 3:45 p.m. and given
a 6:00 p.m. call. I was told that I had been pulled out of service
at that time. When I got to work I found that they had run Truck
#3280 out at 1:04 p.m. Five hours runaround.

DECISION: (Main Committee - Transcript Page 758 - 2/16/68)
M/m/s/c/ that the claim be denied.

Case # Local 104, Phoenix, Arizona, and
2-8-3648 Watson-Wilson Transportation

Discharge Union protest to termination of Victor Fudge under date of
June 14, 1967.

DECISION: (Main Committee - Transcript Page 266 - 2/14/68)
M/m/s/and Deadlocked that the man be put back to work with all seniority and no
back pay.
NOTE: This case shall be submitted to umpire handling with Mr. Sam Kagel as
the Arbitrator.

Case # Local 208, Los Angeles, California, and
2-8-3649 S & M Freight Lines, Inc.

Discharge The Local Union protests the discharge of William K. Smith on
December 28, 1967 requesting that he be reinstated with his full
seniority and compensated for all time lost.

DECISION: (Main Committee - Transcript Page 423 - 2/14/68)
M/m/s/c/ that William K. Smith be returned to work on Monday, February 19 with
full seniority and no compensation for time lost.

Case # Local 222, Salt Lake City, Utah, and
2-8-3650 Ringsby Truck Lines

Discharge The Union is protesting the discharge of Martin J. Benson III
a Salt Lake City dockman.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-8-3651 Consolidated Copperstate

Discharge Local 224 on behalf of Donald H. Martin protests the discharge
on November 22, 1967 for alleged recklessness on November 17/67
and requests to be reinstated with full seniority and compensated
for all time lost.

DECISION: (Main Committee - Transcript Page 436 - 2/14/68)
M/m/s/c/ the discharge be upheld.

Case # Local 431, Fresno, California, and
2-8-3652 American Transfer Company

Discharge The Local Union wishes to protest the discharge of Don Knotts.

DISPOSITION: Settled and Withdrawn.

Case # Local 492, Albuquerque, New Mexico, and
2-8-3653 Pacific Intermountain Express - Farmington

Discharge Union wishes to protest the discharge of W. W. Pridemore.

DECISION: (Main Committee - Transcript Page 152 - 2/13/68)
M/m/s/c/ that based on the facts presented, the discharge be upheld.

Case # Local 961, Denver, Colorado, and
2-8-3654 Navajo Freight Lines, Inc.

Discharge Hiram Reynolds protesting discharge of January 2, 1968.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
2-8-3655 Hills Transportation

Warning Letter Local 208 on behalf of Robert Delaney protests issuance of warning
notice dated December 7, 1967.

DECISION: (Alternate Main Committee - Transcript Page 2 - 2/13/68)
M/m/s/c/ that this case be referred back to the appropriate Area Committee for
the warning letter to be heard on its merits.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-8-3656 Arizona-Utah Express

Warning Letter Dominic Milano is a Salt Lake City based line driver. He was issued a warning notice for an accident which occurred on 11/3/67. It is the Union's position that the warning notice is too serious for the infraction involved; that the driveway of the Company has created a hazardous condition, and that is the hazard, rather than the lack of care on the part of the driver which caused the damage.

DECISION: (Alternate Main Committee - Transcript Page 72 - 2/16/68)
M/m/s/c/ that the warning letter be rescinded, and further that the Company repair the driveway entrance to allow the drivers easy and safe access to the Company yard.

Case # Local 381, Santa Marie, California, and
2-8-3657 Carey Truck Lines, Inc.

Warning Letter & Suspension The Union in behalf of Myron Bettencourt protests warning notice received September 22, 1967 and also protests suspension and asks that Mr. Bettencourt be reimbursed.

DECISION: (Alternate Main Committee - Transcript Page 6 - 2/13/68)
M/m/s/c/ that the Union's claim be denied and the suspension be sustained.

Case # Local 492, Albuquerque, New Mexico, and
2-8-3658 Pacific Intermountain Express

Warning Letter Local 492 protests the warning letter issued to Winston Marks dated December 27, 1967.

DECISION: (Main Committee - Transcript Page 153 - 2/13/68)
M/m/s/c/ based on the facts presented, the warning letter is to be rescinded.

Case # Local 741, Seattle, Washington, and
2-8-3659 Consolidated Freightways

Warning Letter Teamsters Local 741 protests the warning notices issued to D. L. Baxter, D. F. Clark and A. H. Graeber on November 13/67.

DECISION: (Alternate Main Committee - Transcript Page 64 - 2/15/68)
M/m/s/c/ that the warning letters be reduced to written reprimands.

Case # Local 961, Denver, Colorado, and
2-8-3660 The Ringsby System

Warning Letter Leland B. Hunter protesting warning letter dated November 28/67.

DECISION: The decision in Case #2-8-3645 applies.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3661 The Ringsby System

Warning Donald Burke states: I am protesting warning letter for delay
Letter of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
2-8-3662 The Ringsby System

Warning Dale Fiscus states: I am protesting warning letter of November
Letter 28, 1967 for delay of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
2-8-3663 The Ringsby System

Warning George C. Degney protests warning letter dated 11/28/67. We
Letter tied up in Steamboat Springs Nov. 20/67 at 7:30 p.m. due to
extreme icy and stormy conditions with zero visibility.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
2-8-3664 The Ringsby System

Warning Robert G. Clark states: I am hereby protesting warning letter
Letter dated November 27, 1967 for delay of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
2-8-3665 The Ringsby System

Warning Donald L. Graves states: I am protesting warning letter of
Letter November 28, 1967 for delay of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 2, Butte, Montana, and
2-8-3666 N. P. Transport

Suspension Protest suspension of Walt Leigh and request wages lost because
of suspension.

DECISION: (Alternate Main Committee - Transcript Page 16 - 2/14/68)
M/m/s/c/ that the suspension stand.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 81, Portland, Oregon, and
2-8-3667 Consolidated Freightways

Suspension Protest of suspension of Barney Bjerkman, issued in conjunction with a warning letter by Consolidated Freightways.

DECISION: (Alternate Main Committee - Transcript Page 60 - 2/15/68)
M/m/s/c/ that Mr. Bjerkman be reimbursed for the two days lost pay.

Case # Local 208, Los Angeles, California, and
2-8-3668 California Cartage Company, Inc.

Suspension Taft Crone, Jr. protests his suspension. The Union requests the reinstatement of Crone together with all seniority rights and benefits and with back pay for all time lost.

DECISION: (Alternate Main Committee - Transcript Page 31 - 2/14/68)
M/m/s/and Deadlocked that Taft Crone, Jr. be returned to work with full seniority and compensated for all time lost, less any monies earned elsewhere. Further, that the money claim shall be computed from 9-12-67 forward, plus health and welfare and pension payments shall be made from the same date.
M/m/s/and did not receive a majority vote 'that this case go to arbitration.'

Case # Local 961, Denver, Colorado, and
2-8-3669 Illinois - California Express

Suspension Elmer D. Becher protesting suspension letter dated 12-18-67. Requesting he be returned to work immediately, upon completion of vacation period January 15, 1968.

DECISION: (Alternate Main Committee - Transcript Page 78 - 2/16/68)
M/m/s/c/ that based on the particular facts in this case the suspension of Belcher is not warranted and therefore he is to be paid for time lost.

Case # Local 137, Marysville, California, and
2-8-3673 Valley Copperstate

O-T-R Money claim - Roy Hale. Union claims the Company has previously
Dispute paid the same identical claims. Union claims man on second dispatch with P&D men on layoff. Claims line driver was doing P&D work and has a Chico bid run - driver going through a division point.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-8-3674 I. M. L.

O-T-R A Salt Lake sleeper team was dispatched from Salt Lake City
Dispute to a named lay point (Cincinnati, Ohio), and from that point was
re-dispatched to St. Louis, Missouri, and placed off duty. It
is the Union's position that all of the time spent at St. Louis
is payable.

DECISION: (Main Committee - Transcript Page 72 - 2/13/68)
M/m/s/c/ this matter be referred back to the parties and the committee retain
jurisdiction.

Case # Local 70, Oakland, California, and
2-8-3675 Encinal Terminals

Joint Money claim in the name of Harvey L. Sigler. Union claims
Council #7 Company hired a man from the hiring hall without sending proper
Dispute notice to Sigler to return to work. Claims man received telegram
too late to report to work.

DECISION: (Main Committee - Transcript Page 803 - 2/16/68)
M/m/s/c/ that based on the facts in this case the eight hours pay is allowed.

Case # Local 315, Martinez, California, and
2-8-3676 Southern Tank Lines

Tanker Southern Tank Lines requests the Joint State Tank Committee
Dispute to rule on the question of the seniority of one Richard Hoffman.

DECISION: (Main Committee - Transcript Page 681 - 2/16/68)
M/m/s/c/ that in view of the evidence presented the man is properly on Southern
Tank Lines' seniority list and that the Company be instructed in the future to comply
with the appropriate article in the contract on cutting the board.

Case # Local 386, Modesto, California, and
2-8-3677 Fairbanks Trucking, Inc.

Master Union claims Fairbanks bought out E. J. Gallo Tank who employ
Dispute eight men. These men were hired by the Company and should
retain Company seniority for fringe purposes. Company claims
they did not buy Gallo. Gallo got out of the business, was a pro-
prietary carrier and Fairbanks, a common carrier, took over
the haul and bought equipment to handle it.

DECISION: (Main Committee - Transcript Page 604 - 2/15/68)
M/m/s/c/ that the committee hold jurisdiction on this until the May session.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 386, Modesto, California, and
2-8-3678 Yolo Transportation Company

O-T-R Company used sub-haulers on December 7th and 10th, 1967 -
Dispute left regular men home. Claiming time lost for regular drivers.

DISPOSITION: Postponed.

Case # Local 431, Fresno, California, and
2-8-3679 American Transfer Company

O-T-R Union claims pay for E. L. Booker when four men with less
Dispute seniority worked and he sat home.

DECISION: (Main Committee - Transcript Page 513 - 2/15/68)
M/m/s/c/ that based upon the facts presented in this case, this claim of the Union is denied; that this problem of dispatch and seniority be remanded back to the parties to see if some rules can be mutually worked out by the parties. And there will be no money claims in the interim. And this committee retains jurisdiction unless they can reach mutual agreement.

Case # Local 483, Boise, Idaho, and
2-8-3680 Garrett Freightlines, Inc.

O-T-R Max King, a Boise dockman, claims overtime earned by a
Dispute dockman junior to King who was dispatched on a heavy-duty run to Ontario, Oregon.

DISPOSITION: Settled and Withdrawn.

Case # Local 692, Long Beach, California, and
2-8-3681 Pacific Intermountain Express

Tanker On October 13 driver Hauser loaded a load for Salt Lake City.
Dispute On either the 13th or 14th, the truck left Wilmington with a Texas sleeper team for Salt Lake City for an October 16 delivery. We feel this is a violation of our agreement with P.I.E.

DECISION: (Main Committee - Transcript Page 150 - 2/13/68)
M/m/s/c/ that based on the inadequate facts presented the case is referred back to the parties.

Case # Local 692, Long Beach, California, and
2-8-3682 Norco Transportation

Discharge Protest termination of John Henard. Union claims man was not
fired for drinking but for not being able to report to work.

DECISION: (Main Committee - Transcript Page 141 - 2/13/68)
M/m/s/c/ that the discharge be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
2-8-3683 Southern Tank Lines

Warning Union protesting warning letter issued to Richard Hoffman for
Letter not being available for work on December 7, 1967.

DECISION: (Main Committee - Transcript Page 677 - 2/16/68)
M/m/s/c/ that the warning letters be referred back to the State Committee to be heard on the merits.

Case # Local 208, Los Angeles, California, and
2-8-3684 Griley Security Freight Lines

Discharge It is the contention of the Local Union that the discharge of
Coleman Hutton is unfair and unwarranted.

DISPOSITION: Settled and Withdrawn.

Case # Local 689, Coos Bay, Oregon, and
2-8-3685 O. N. C. Fast Freight

Discharge The Local Union wishes to protest the discharge of Frank
Bridenhagen.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3686 Pacific Motor Trucking

Discharge The Local Union wishes to protest the discharge of Gary
J. Everaert.

DECISION: (Main Committee - Transcript Page 293 - 2/14/68)
M/m/s/c/ that the discharge be reduced to a suspension and the man be returned to work Monday, February 19th with no back pay, no loss of seniority.

Case # Local 81, Portland, Oregon, and
2-8-3687 Pacific Intermountain Express

O-T-R Protest over dispatch rules of the Portland extra board. The
Dispute Company contends that it had agreed to a temporary modification of its agreed-to dispatch rules for a trial period but found them to be unworkable.

DECISION: (Main Committee - Transcript Page 646 - 2/15/68)
M/m/s/c/ that the Company had the right to cancel the rules in accordance with the temporary trial period; but the parties are instructed to sit down and work out new rules.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland - Local 741, Seattle, Washington, and
2-8-3688 United-Buckingham Norwalk

Interpre- The Local Unions ask for an interpretation of the Maintenance
tation of Standards as it applies to taxi fares in Spokane.

DECISION: (Main Committee - Transcript Page 579 - 2/15/68)
M/m/s/c/ that the decision in this case be that Maintenance of Standards shall
continue to apply in the amount of 95 cents for normal taxi fares in this case.

Case # Local 180, Los Angeles, California, and
2-8-3689 Consolidated Freightways

O-T-R Claim for runarounds when Eastern based sleeper teams are
Dispute dispatched from Los Angeles to Eastern points with drops or
pickups in the Western Conference Area. Example: Theobold
and McNeil claim 21 hours runaround contending that on 11/16/67
the Company dispatched a Kansas City team out of Los Angeles
to Billings, Montana with a load destined for Minneapolis.

DECISION: (Main Committee - Transcript Page 775 - 2/16/68)
M/m/s/c/ that this entire matter be referred to the Multi-Conference Committee
for disposition.

Case # Local 180, Los Angeles, California, and
2-8-3690 Consolidated Freightways

O-T-R Claims for runaround by Los Angeles based drivers involving
Dispute the dispatching of Portland based drivers out first to Kennewick,
Yakima and other Washington points.

DECISION: (Main Committee - Transcript Page 791 - 2/16/68)
M/m/s/c/ that the money claims are denied and that the second paragraph of
Rule 4 of the Rider, No. 152, shall be rewritten to include the City of Seattle.

Case # Local 180, Los Angeles, California, and
2-8-3691 Navajo Freight Lines

O-T-R R. Wilmert and H. Watson are asking for 46 hours pay each for
Dispute time spent while tied up in a snow storm due to impassable highways.

DECISION: (Main Committee - Transcript Page 361 - 2/14/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 208, Los Angeles, California, and
2-8-3692 Griley Security Freight Lines

P & D On Thursday, 12/28/67, the Company dispatched Chuck Thorn
Dispute a junior man instead of Ronald Wagner. We are asking the
difference in pay.

DECISION: (Committee for Local Operations - Transcript Page 255-2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer
representative was not present this case is referred to the Main Committee for
disposition.

DECISION: (Main Committee - Transcript Page 801 - 2/16/68)
M/m/s/c/ that in Case #2-8-3692 the benefits of Article 43 be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3693 Milne Truck Lines

P & D Claim by Manuel Soto for 1-1/2 hours for not being allowed
Dispute to finish out my tour of duty.

DECISION: (Committee for Local Operations - Transcript Page 49 - 2/13/68)
M/m/s/and Deadlocked that the claim of the Union be denied.

NOTE: This case was Settled and Withdrawn per letter dated February 19, 1968.

Case # Local 208, Los Angeles, California, and
2-8-3694 Pacific Motor Trucking

Interpre- The Company wishes an interpretation of the letter dated
tation November 2, 1967 from Local 208 relative to Article 43,
Section 3, of the Supplemental Agreement. Does this constitute
proper notice under the Contract?

DECISION: (Main Committee - Transcript Page 664 - 2/16/68)
M/m/s/c/that the Union be advised that their communications regarding the 72-hour
notice under Article 43, Section 3, should be more specific in the future.

Case # Local 208, Los Angeles, California, and
2-8-3696 Quick Service Transfer

P & D Money claim for the rigging rate of pay for Leslie Ritchie -
Dispute 5 hours @ \$5.98 per hour instead of \$3.84 per hour.

DECISION: (Committee for Local Operations - Transcript Page 255-2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer
representative was not present this case is referred back to the Main Committee
for disposition.

DISPOSITION: (Main Committee) - Postponed.

Case # Local 224, Los Angeles, California, and
2-8-3697 Pacific Motor Trucking

O-T-R Local 224 on behalf of Harry W. Termine claims \$101.01 as
Dispute a result of an improper dispatch November 27, 1967.

DECISION: (Main Committee - Transcript Page 618 - 2/15/68)
M/m/s/c/ that based on the previous decision the claim of the Union be upheld.

Case # Local 224, Los Angeles, California, and
2-8-3698 Pacific Motor Trucking

Interpre- Upon P. M. T. abolishing their Hypo operation, Cliff Shaw, a
tation former freight board driver claimed the right to return to the
freight board in his proper seniority position. This was denied him.

DECISION: (Main Committee - Transcript Page 623 - 2/15/68)
M/m/s/c/that this case is not an interpretive case but a factual case and the claim
of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 381, Santa Maria, California, and
2-8-3699 O. N. C. Motor Freight System

Seniority William Sumner went to work June 9, 1967, Joe Mitchell went to work June 19, 1967. At the end of December, Sumner was laid off and Mitchell continued to work. Ask for return to proper seniority and pay for time lost.

DECISION: (Main Committee - Transcript Page 159 - 2/13/68)
M/m/s/c/ that William Sumner's seniority date be 6-9-67 and he be compensated in the amount earned by Mitchell for those three weeks, less moneys earned.

Case # Local 467, San Bernardino, California, and
2-8-3700 McKeown Transportation

O-T-R Newton and Hanley claim Company is in violation of Article 61,
Dispute Paragraph 3 of the Over-The-Road Agreement. Violation occurred on or about November 11, 1967. Claim is for \$18.16 each.

DECISION: (Main Committee - Transcript Page 255 - 2/14/68)
M/m/s/c/ the claim be denied.

Case # Local 467, San Bernardino, California, and
2-8-3701 McKeown Transportation

O-T-R The Local Union claims \$90.00 for each man runaround as a
Dispute result of the Company violating Article 54, Section 4, of the Over-The-Road and Agreed-to dispatching rules. This is for the period from January 8, 1968 through January 15, 1968.

DECISION: (Main Committee - Transcript Page 259 - 2/14/68)
M/m/s/c/ the claim be denied.

Case # Local 81, Portland, Oregon, and
2-8-3702 O. N. C.

O-T-R Runaround claim for Albert Newby for 16-1/4 hours on
Dispute July 9, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
2-8-3703 Navajo Freight Lines, Inc.

Interpre- Company request the JWAC to interpret the question of trans-
tation ferring equipment between terminals without agreement of the Union or going through the Change of Operations.

DECISION: (Main Committee - Transcript Page 347 - 2/14/68)
M/m/s/c/ that the Company be instructed to return the four trucks back to the Denver terminal to be used by Denver drivers; and the Company will not transfer trucks in the future between terminals out of Denver until they go through the Change of Operations procedures under the terms of the Contract based on the agreement dated February 6, 1968.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
2-8-3708 DC International, Inc.

O-T-R Gossett and Fessler broke down in Gallup, New Mexico from
Dispute 3:00 p.m. November 19, 1967 to 2:15 a.m., November 22, 1967
and turned in meal tickets. This claim is for the difference
in money between what was actually turned in and the \$14.00
each the Company paid them.

DECISION: (Main Committee - Transcript Page 328 - 2/14/68)
M/m/s/c that the Central States application be applied from here on out, which
is two dollars for the first meal, two dollars for the second meal, three dollars
for the third meal, and that is what is defined as "reasonable."

MINUTES OF MEETING
JOINT WESTERN AREA COMMITTEE
FEBRUARY 12, 13, 14, 15, 16, 1968
SAN FRANCISCO HILTON HOTEL
SAN FRANCISCO, CALIFORNIA

* * * *

The Joint Western Area Committee convened at 3:00 p.m., Monday, February 12, 1968 at the Hilton Hotel in a joint session of the Full Committee of both Employer and Union Representatives.

Under the rotating Chairmanship rule of the committee, the Unions named as Chairman of the Joint Committee, Mr. Joseph J. Diviny.

1. The Minutes of the previous meeting of the Joint Western Area Committee in the sessions of November 13, 14, 15, 16, 17, 1967 were approved as distributed with the exception of Case #11-7-3422. The JWAC retained jurisdiction of this case.
2. Discussion of cases filed with the JWAC after the deadline date.
3. The February, 1968 Agenda was approved as revised.
4. The previous committees remained the same with the following exceptions:
The California Trucking Association named Bill Reed as a panel member replacing Willard Johnson.
Joint Council #38 named Art Hardy as an alternate for Jerry Shearin, also Harvey Killman as an alternate for Harry Kachadoorian. Dick Kramer was named as the Employer Secretary replacing Dewey Elbert.
5. Due to the next regular meeting of the JWAC being scheduled for May 6, 1968, the motion was made, seconded and carried that the cut-off date for the filing of grievances be moved up to APRIL 12, 1968
6. It was also moved, seconded and carried that the JWAC reaffirm its previous ruling that the Secretary of the Western Master Freight Division or the committee will not accept filings that have not been filed on the proper form by a JOINT STATE CO-SECRETARY.
7. The following recommended changes in the Southern California Joint State Committee Rules of Procedure were adopted:

"III FILING OF CASES

"1. Add following subsection:

"d. The Postmark shall determine the timeliness in the issuance of and the protest to discharge notices, suspension and warning notices.

"5. Add to Section 5, Article III, the following:

"Postponed cases, as well as cases on which the committee has retained jurisdiction, will appear on the Agenda the following month. If the dispute has not been resolved before the second month thereafter, the co-Secretaries must be advised prior to the Agenda closing date and a request made for rein-statement to the Agenda, otherwise the case will be dropped from the record.

(Continued - Reverse Side)

MINUTES OF MEETING

February 12, 13, 14, 15, 16, 1978

"IV HEARING OF CASES:

"7. Rewrite as follows:

"The Employer shall proceed first in discharge, suspension and warning notice cases. In all others the Union shall go first."

8. The Full Committee Meeting adjourned at 4:50 p.m.

CHANGE OF OPERATIONS

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 180, Los Angeles, California
5-5-1963

Change of Company involved: Watson-Wilson Transportation
Operations

Clarification Local 180 protests the removal from the seniority roster the drivers who were placed on layoff as a result of the Operational Change granted Watson-Wilson on July 24, 1965.

It is our contention that the decision in this case was for a five year period for retention of seniority on layoff.

DISPOSITION: Postponed.

Case # United-Buckingham Freight Lines
8-5-1967

Change of Local involved: 741, Seattle, Washington
Operations

Clarification Local 741 claims compensation for the Seattle line drivers on each and every trip from Seattle to Pasco, Washington, when the Company then hauled Walla Walla destined freight by other means and in most cases by a local pick-up and delivery employee.

DECISION: (Change of Operations Committee-Transcript Page 293-2/17/68)
M/m/s/c/ that it be the determination of this committee that the Company's existing bid from Seattle to Pasco is not in violation of the previous decision of the committee and may be continued.

Case # B & L Truck and Transfer Company
8-5-2063

Change of Local involved: 208, Los Angeles, California
Operations

Clarification This Local Union is appealing in behalf of the decision. We will prove by factual evidence, and by letters from the driver-employees involved in this operation that the statements of the Employer were not true.

DISPOSITION: Withdrawn.

Case # Consolidated Freightways
2-6-2325

Change of Local involved: 741, Seattle, Washington
Operations

Request To Teamsters Local 741, petitions the JWAC Change of Operations
Reconsider Committee to reconsider their decision in Case #2-6-2325 by creating one seniority board at Consolidated Freightways, Seattle, Washington Division, to be accomplished by dovetailing the Alaska Highway Sleeper and General Commodities Line Boards, with the provision that those Alaska Highway Drivers presently assigned to the Alaska operation shall have Grandfather Rights on those runs as long as they remain on the Alaska assignment.

DECISION: (Change of Operations Committee - Transcript Page 308 - 2/15/68)
M/m/s/c/ that the previous decision of this committee in this case be modified and that the proposal to dovetail the seniority lists be ratified and approved.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Illinois - California Express
5-7-2929

Change of Locals involved: 180, Los Angeles, California
Operations 492, Albuquerque, New Mexico

Clarification Modification and clarification of Change of Operations in May, 1967, involving Locals 180 and 492.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon
8-7-3168

Change of Company involved: Garrett Freight Lines
Operations

Clarification Local 81 requests a clarification of the decision in Case #8-7-3168.

DECISION: (Change of Operations Committee-Transcript Page 327 - 2/15/68)
M/m/s/c/ that based on the specific facts in this particular case the claim of the Union be denied.

Case # Consolidated Freightways
11-7-3310

Change of Locals involved: 81, Portland, Oregon
Operations 162, Portland, Oregon

At the present time Consolidated Freightways' Bulk Commodity Division has a Bulk Commodity Operation and a Dry Cement Operation operating from the same terminal in Portland, Oregon. It is the Company's intent and desire to combine these operations into one and merge the seniority lists accordingly.

DISPOSITION: Withdrawn.

Case # Garrett Freightlines, Inc.
11-7-3317

Change of Locals involved: 483, Boise, Idaho
Operations 690, Spokane, Washington
900, Pendleton, Oregon

Garrett Freightlines, Inc. requests approval of its present operation between Spokane, Washington and Boise, Idaho.

DISPOSITION: Withdrawn.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Leeway Motor Freight, Inc.
11-7-3322

Change of Locals involved: 310, Tucson, Arizona
Operations 941, El Paso, Texas

Clarification Clarification of seniority status of El Paso domiciled driver (Clarence Chuck Hudson) who was holding a master seniority on an El Paso - Bisbee layover run at the time the Change of Operations Committee in JWAC Case #11-7-3322 approved the Company's request to change this run and extend it on into Tucson.

DECISION: (Change of Operations Committee-Transcript Pg.280-2/15/68) M/m/s/c/ that since the actual effect of the operational change as proposed by the Company in this case is merely to extend the then existing El Paso-Bisbee run on into Tucson, and since prior to the proposed change driver Hudson enjoyed super-seniority rights on one side of the El Paso-Bisbee run, it is the determination of this committee that driver Hudson's superseniority rights shall continue on one side of the extended El Paso-Tucson run approved by this committee in November of 1967. It is further the decision of this committee that the change as approved in November be implemented as soon as practicable.

Case # Asbury Transportation Company
2-8-3498

Change of Locals involved: 87, Bakersfield, California
Operations 224, Los Angeles, California

Asbury Transportation requests a Change of Operations on the run that presently originates in the home terminal in Los Angeles and terminates at Coalinga, California. We wish to change this to have a home terminal origination at Coalinga on a turnaround operation into the Los Angeles terminal.

DECISION: (Change of Operations Committee-Transcript Page 103-2/14/68) M/m/s/c/ in view of the dispute between the parties regarding the receipt of the original notification of December 28, 1967, the matter is referred back to the parties and the committee retains jurisdiction.

Case # Consolidated Freightways
2-8-3499

Change of Locals involved: 224, Los Angeles, California
Operations 542, San Diego, California

At the present time Consolidated has a road operation between Los Angeles and San Diego that is being operated by Los Angeles-based men. It is the Company's desire to operate this run with a San Diego-based driver.

DECISION: (Change of Operations Committee-Transcript Page 145-2/14/68) M/m/s/c/ that the operational change be approved as clarified on the record.

JWAC Minutes
February 12-13-14-15-16
1968

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Ephraim Freightways, Inc.
2-8-3500

Change of Local involved: 961, Denver, Colorado
Operations

The Company requests the following Change of Operations:
(1) Eliminate the present Denver to Montrose schedule.
(2) Establish a Denver to Gunnison turnaround schedule with one presently domiciled Denver to Montrose driver.
(3) Establish a Grand Junction to Gunnison via Montrose turnaround schedule. The displaced Denver to Montrose driver would be offered employment in Grand Junction since Grand Junction would become the home domicile of the Grand Junction to Gunnison turnaround.

DISPOSITION: Withdrawn.

Case # Garrett Freightlines, Inc.
2-8-3501

Change of Locals involved: 468, Oakland, California
Operations 533, Reno, Nevada
983, Pocatello, Idaho

Garrett Freightlines requests approval of the following operational change between Emeryville, California, and Pocatello, Idaho:
One schedule per day, six days per week.
(1) Emeryville to Winnemucca-drivers based in Emeryville.
(2) Pocatello to Elko - drivers based in Pocatello.
(3) Elko-Winnemucca turn - driver based in Elko.

DECISION: (Change of Operations Committee - Transcript Page 34 - 2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective no earlier than March 15, 1968.

Case # Garrett Freightlines, Inc.
2-8-3502

Change of Locals involved: 468, Oakland, California
Operations 533, Reno, Nevada
483, Boise, Idaho

Garrett Freightlines requests approval of the following operational change between Emeryville and Boise, Idaho:
Two schedules per day, six days per week.
(1) Emeryville to Winnemucca - drivers based in Emeryville.
(2) Winnemucca-Burns Junction Turns -drivers based in Winnemucca.
(3) Boise-Burns Junction Turns - drivers based in Boise.

DECISION: (Change of Operations Committee - Transcript Page 37 - 2/13/68)
M/m/s/c/ that the operational change proposed in Case# 2-8-3502 be approved as clarified on the record, to be effective no earlier than March 15, 1968.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Garrett Freightlines, Inc.
2-8-3503

Change of Operations Locals involved: 222, Salt Lake City, Utah
468, Oakland, California
533, Reno, Nevada

Garrett Freightlines requests approval of the following operational change between Emeryville, California, and Salt Lake City, Utah:

Two schedules per day, six days per week.

- (1) Emeryville to Winnemucca - drivers based in Emeryville.
- (2) Winnemucca-Wells Turns - drivers based in Winnemucca.
- (3) Salt Lake City-Wells Turns - drivers based in Salt Lake City.

One schedule per day, six days per week.

- (1) Salt Lake City to Winnemucca-drivers based in Salt Lake City.
- (2) Winnemucca-Reno Turn - drivers based in Winnemucca.
- (3) Emeryville-Reno Turn - driver based in Emeryville.

DECISION: (Change of Operations Committee - Transcript Page 50 - 2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record with the following provisos:

- (1) Pursuant to the provisions of Article 5, Section 7, of the National Master Freight Agreement, the proposed two Winnemucca turns and the proposed one Winnemucca-Reno-Winnemucca turn shall be offered on a seniority basis to the drivers presently domiciled at Winnemucca.
- (2) Any affected Salt Lake drivers may exercise their seniority on the Salt Lake City board. This change to be effective no earlier than March 15, 1968.

Case # Garrett Freightlines, Inc.
2-8-3504

Change of Operations Locals involved: 222, Salt Lake City, Utah
961, Denver, Colorado

Garrett Freightlines requests approval of the following operational change from Denver, Colorado to Cortez, Colorado.:

We propose to change this to a single-man division run. One schedule per day, five days per week.

- (1) Denver to Moab, Utah - drivers based in Denver.
- (2) Moab - Cortez Turn - driver based in Moab.

DECISION: (Change of Operations Committee - Transcript Page 57 - 2/13/68)
M/m/s/c/ that in Case #2-8-3504 the operational change be approved as clarified on the record, to be effective no sooner than March 15, 1968.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Garrett Freightlines, Inc.
2-8-3505

Change of Operations Locals involved: 468, Oakland, California
533, Reno, Nevada

Garrett Freightlines, Inc. requests approval of the following operational change between Emeryville, California, and Reno, Nevada.

One schedule per day, five days per week. Reno-Emeryville Turn with the driver based in Reno.

DECISION: (Change of Operations Committee-Transcript Page 40-2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective no earlier than March 15, 1968.

Case # Garrett Freightlines, Inc. Locals: 483, Boise, Idaho
2-8-3506 533, Reno, Nevada

Change of Operations Garrett Freightlines, Inc. requests approval of the following operational change:

One schedule per day, five days per week.

- (1) Reno to Boise - Monday, Wednesday and Friday - driver based in Reno.
- (2) Boise to Reno- Monday and Wednesday - driver based in Boise.

DECISION: (Change of Operations Committee-Transcript Pg. 46 - 2/13/68)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective no earlier than March 15, 1968.

Case # Lee Way Motor Freight, Inc.
2-8-3507

Change of Operations Locals involved: 104, Phoenix, Arizona
224, Los Angeles, California
310, Tucson, Arizona

The Company presently operates two schedules per day, Mondays through Fridays from Los Angeles, California to Tucson, Arizona via Yuma, Arizona.

PROPOSED OPERATION:

- (1) Run the present two schedules per day, Mondays through Fridays from Los Angeles to Phoenix, Arizona, lay over and return to Los Angeles utilizing Los Angeles domiciled drivers. There will be no redomicile of Los Angeles drivers involved.
- (2) Run the same two schedules per day, Mondays through Fridays from Phoenix to Tucson to Phoenix on a turnaround basis with drivers domiciled in Phoenix.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Lee Way Motor Freight, Inc. Continued from Page #6
2-8-3507

Change of Operations This change will eliminate the work of the two drivers presently domiciled in Yuma and the two drivers domiciled in Tucson.

There will be work established in Phoenix for two drivers.

The Company will offer employment to the displaced Yuma and Tucson domiciled drivers in the manner as established by the Change of Operations Committee in accordance with the applicable terms of the National Master Freight Agreement and the Western States Area Over-The-Road Supplemental Agreement.

The Company desires to effect this change at the earliest possible date and will pay the moving costs of drivers who are required to redomicile in accordance with the applicable terms of the Union Agreement.

DECISION: (Change of Operations Committee - Transcript Page 12 - 2/13/68)
M/m/s/c/ that in Case #2-8-3507, the operational change proposed be approved as clarified on the record with the following provisos:

- (1) The two Phoenix-Tucson-Phoenix turnaround runs shall be offered on a seniority basis to the four Local 310 drivers who are operating the runs between Yuma and Tucson at the time this operational change is put into effect. And if any of the four elect to move to Phoenix, their seniority rights on those turnaround runs shall be governed by Article 5, Section 5 (e).
- (2) If none of the Local 310 drivers who have been operating between Yuma and Tucson elect to move to Phoenix, then the two displaced drivers shall be offered employment at Phoenix under the provisions of Article 5, Section 5 (b) (2).
- (3) That any drivers displaced as a result of the change be offered work opportunities elsewhere in the Company's system ahead of new hires.
- (4) That this operational change be placed into effect no sooner than March 30, 1968.

Case # Nehalem Valley Motor Freight, Inc.
2-8-3508

Change of Operations Locals involved: 81, Portland, Oregon
58, Longview, Washington
569, Astoria, Oregon

PRESENT OPERATIONS:

At the present time the Company operates a Portland-Astoria/Warrenton turn and an Astoria/Warrenton-Portland-Astoria turn and a Portland-Seaside-Portland turn.

PROPOSED OPERATIONS:

- (1) A Portland-Astoria/Warrenton-Portland-Astoria/Warrenton-Portland.
- (2) An Astoria/Warrenton-Portland-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (3) A Portland-Rainier-Portland-Astoria/Warrenton-Portland.
- (4) A Portland-Astoria/Warrenton-Portland-Rainier-Portland.
- (5) An Astoria/Warrenton-Rainier-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (6) An Astoria/Warrenton-Portland-Astoria/Warrenton-Rainier-Astoria/Warrenton.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Nehalem Valley Motor Freight, Inc. (Continued)
2-8-3508

- Change of Operations
- (7) A Portland-Longview/Kelso-Portland-Astoria/Warrenton-Portland.
 - (8) A Portland-Astoria/Warrenton-Portland-Longview/Kelso - Portland.
 - (9) A Portland-Clatskanie/Wauna-Portland-Astoria/Warrenton - Portland.
 - (10) A Portland-Astoria/Warrenton-Portland-Clatskanie/Wauna-Portland.
 - (11) An Astoria/Warrenton-Clatskanie/Wauna-Astoria/Warrenton-Portland-Astoria/Warrenton.
 - (12) An Astoria/Warrenton-Portland-Astoria/Warrenton-Clatskanie/Wauna-Astoria/Warrenton.
 - (13) Astoria/Warrenton-Portland-Longview/Kelso-Portland-Astoria/Warrenton.
 - (14) Portland-Clatskanie/Wauna-Portland-Clatskanie/Wauna-Portland.
 - (15) Portland-Clatskanie/Wauna-Portland-Longview/Kelso-Portland.
 - (16) Portland-Longview/Kelso-Portland-Clatskanie/Wauna-Portland.
 - (17) Portland-Seaside-Portland-Seaside-Portland.
 - (18) All of the above combinations of turns in connection with a Portland - Seaside turn.

DECISION: (Change of Operations Committee - Transcript Page 224 - 2/14/68)
M/m/s/c/ that the Company's request be approved as clarified on the record with the following provisos:

- (1) That portion of the Company's request to apply the existing Rider to the proposed operation is denied.
- (2) The proposed runs shall be paid on an hourly basis starting at the current hourly rate of \$3.615 per hour plus future increases due under the Labor Agreement and future cost of living adjustments, if any, which may be applied on wages by the National Negotiating Committee.
- (3) The drivers shall receive eight-hour minimum guarantee per day and shall receive time and one-half the regular hourly rates of pay as provided for above for all hours worked in excess of eight per day.
- (4) The proposal shall be placed in effect no sooner than April 1, 1968, and during the interim the Company and the Union are directed to negotiate rules and procedures for merging the seniority lists of road drivers and local employees in each area and for the rebidding of all affected positions prior to April 1, 1968; this committee to retain jurisdiction of this subject matter.
- (5) This decision shall not be construed to be establishing a short line operation in Oregon and shall not be deemed to be a precedent case.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System
2-8-3509

Change of
Operations

Locals involved: 70, Oakland, California
85, San Francisco, California
137, Marysville, California
150, Sacramento, California
467, San Bernardino, California
468, Oakland, California
533, Sparks, Nevada
911, Klamath Falls, Oregon
962, Medford, Oregon

PRESENT OPERATION:

1. All freight moving to the North and East from both the Oakland and San Francisco terminals is combined at Oakland and is run out of Oakland by Oakland domiciled drivers.
All freight moving into Oakland and San Francisco from terminals North and East of the Bay Area arrives at Oakland and is distributed from Oakland.
2. RUNS TO MEDFORD - We have 7 bid runs from Oakland to Medford running on a three and two trip per week basis.
3. RUNS TO AND FROM RENO - Four bid runs from Oakland to Reno running on a three trip per week basis.
One turnaround run Reno-Sacramento - Reno normally running five trips per week.
4. RUNS TO REDDING - One bid run Oakland to Redding running on a three and two trip per week basis.
5. RUNS TO FLAMATH FALLS - One bid run Oakland to Klamath Falls running on a three and two trip per week basis.
6. RUNS TO FRESNO - One bid run Oakland to Fresno, known as the 29 Schedule, running on a three trip per week basis. This driver takes his rest in Fresno and makes pickups and drops of trailers at Sacramento and Modesto enroute.
7. RUN TO COLTON - One bid run Oakland to Colton with opposing labor which runs as two through trips and one meet and turn trip per week.

All the above runs operated only if and when sufficient freight was available.

PROPOSED OPERATION:

1. Change the procedure in handling of freight which originates at the Oakland and San Francisco terminals going North and East by originating line runs from both San Francisco and Oakland.

Freight inbound to San Francisco from the North and East will be routed into San Francisco and freight inbound to Oakland from the North and East will be routed into Oakland.

2. RUNS TO MEDFORD - We will redomicile four of the present 7 Oakland to Medford bid runs at San Francisco.
 - (a) Operate 4 bids, San Francisco to Medford, pulled by San Francisco domiciled drivers to run on a three and two trip per week basis, if and when sufficient freight is available.
 - (b) Operate 3 bids, Oakland to Medford, pulled by Oakland domiciled drivers to run on a three and two trip per week basis, if and when sufficient freight is available.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case #
2-8-3509

O.N.C. Motor Freight System - (Continued)

Change of
Operations

(c) The extra board at Medford will be maintained for operational necessity.

3. RUNS TO AND FROM RENO -

- (a) Operate one bid run, San Francisco to Reno, pulled by a San Francisco domiciled driver to run on a three and two trip per week basis if and when sufficient freight is available.
- (b) Operate one bid run Oakland to Reno to be pulled by an Oakland domiciled driver on a three and two trip per week basis, if and when sufficient freight is available.
- (c) No change in the Reno to Sacramento turn run.
- (d) Establish an approved operation to turn Reno from Sacramento on an irregular basis. Any such runs from Sacramento will run only after the Oakland and San Francisco Reno bid runs have been protected with the right to drop and pick at Sacramento, and the Reno/Sacramento turn run has been protected.

4. RUNS TO REDDING - Establish Redding turn runs to originate at both San Francisco and Oakland, normally running five trips per week, if and when sufficient freight is available.

- (a) All full schedules originating at either terminal will be pulled by drivers domiciled at the terminal where the freight originated.
- (b) If only one schedule is generated between San Francisco and Oakland, the San Francisco freight will be shuttled to Oakland and the trip will be dispatched out of Oakland.

5. RUNS TO KLAMATH FALLS -

- (a) Cancel the present run, Oakland to Klamath Falls.
- (b) Operate a turn run Klamath Falls to Redding, via Medford or direct in either direction, with the power unit and driver domiciled in Klamath Falls. This run to operate five days per week if and when sufficient freight is available.
- (c) One Oakland driver will be offered the opportunity to move to Klamath Falls in accordance with the provisions of the contract.

6. RUN TO FRESNO - Continue the present Oakland to Fresno bid, known as the 29 Schedule, running through Sacramento and/or Modesto on the outbound trip and continue to operate the same as is presently running on return trip, making drops and picks of trailers enroute. This run to run on a three and two trip per week basis if and when sufficient freight is available.

7. RUN TO COLTON - Cancel the present Oakland to Colton and Colton to Oakland bids, and run the Colton freight from San Francisco and Oakland as LTL general freight to Los Angeles where it will be stripped and reloaded to Colton.

8. REDDING NORTH - Operate a turn run Redding to Yreka and/or Medford and return normally running five trips per week on an if and when basis depending on the availability of freight.

9. This move will necessitate the domiciling of 20 line power units at San Francisco.

10. We will allow 20 of the Oakland drivers the opportunity to move to San Francisco.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System (Continued)
2-8-3509

Change of
Operations

11. On the clean-up each night, for improved efficiency and service trailers with part loads will be shuttled across the Bay in either direction for a kill as freight dictates.

Also, single trailers at either terminal on the clean-up will be handled by an 85 man dropping and picking in Oakland and continuing on to destination or by a 468 man dropping and picking in San Francisco and continuing on to destination.
12. Extra boards will be maintained at Oakland and San Francisco.
13. All runs, except the Reno runs from Oakland and San Francisco, which will be operated as a result of this change of operation, will be paid under the provisions of the current Over-The-Road Supplemental Agreement, mileage and hourly rates of pay, in accordance with the agreement.

The Reno runs from Oakland and San Francisco will be paid in accordance with the current "Reno Hill Rider" agreement, which is supplemental to the Over-The-Road Agreement.
14. The effective date of this change will be as soon as possible after the approval date as it can effectively be made.

DECISION: (Change of Operations Committee - Transcript Page 148 - 2/14/68)
M/m/s/c/ that the operational change be approved as amended and modified by the Company on the record with the following provisos:
(1) As to paragraph numbered 6 of the proposal, the "29 Schedule" shall be operated as in the past, both outbound and inbound.
(2) All of the line positions at San Francisco and Oakland be offered for bid on a seniority basis to the Oakland line board and the successful bidders shall retain full company line seniority for all purposes.
(3) The one Klamath Falls-Redding turn be offered for bid on a seniority basis to the Oakland line board and the successful bidder shall go to Klamath Falls under the provisions of Article 5, Section 5 (e).
(4) The change shall be placed into effect no earlier than March 1, 1968 and the bids shall be posted at least seven calendar days prior to the effective date.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O. N. C. Motor Freight System
2-8-3510

Change of Local involved: 137, Redding, California
Operations

This letter confirms our mutual agreement to close our Red Bluff, California terminal. All work now being performed at Red Bluff is to be transferred to the Redding terminal and handled from there.

DECISION: (Change of Operations Committee - Transcript Page 313 - 2/15/68)
M/m/s/c/ that the Company's application to close its terminal at Red Bluff, California be approved.

Case # O. N. C. Motor Freight System
2-8-3511

Change of Locals involved: 70, Oakland, California
Operations 85, San Francisco, California

PROPOSED OPERATION:

1. Continue to operate both Oakland and San Francisco terminals.
2. Return all work presently being performed by Local 70 members in Local 85 territory to Local 85. This work will then be consolidated with the present San Francisco routes to form new routes, such new and consolidated routes to all be handled out of our San Francisco terminal.
3. Opportunity for Oakland employees affected by the change to work in San Francisco will be in accordance with the provisions of the current National Master Freight Agreement and the decision of the Change of Operations Committee.
4. Opportunity to transfer into Local 85 by Local 70 employees will be handled in the following manner, based on the availability of work:
 - (a) The Company will post a job opportunity bid sheet for interested employees to sign.
 - (b) The bid sheet will be posted for 7 days only.
 - (c) Awards will be made based on seniority and qualifications.
 - (d) Opportunity for consideration for transfer will not extend beyond the seventh day of the posted bid sheet. Only those employees who have signed the sheet will be given consideration.
 - (e) There will be no subsequent transfer opportunities offered.
5. The effective date of this change is to be March 4, 1968.

DECISION: (Change of Operations Committee - Transcript Page 113 - 2/14/68)
M/m/s/c/ that the operational change be approved with the following provisos:
(1) The initial additional jobs in San Francisco shall be offered to the Oakland employees on a seniority basis and the successful bidders shall have their seniority in San Francisco under the provisions of Article 5, Section 5 (b) (2) of the National Master Freight Agreement. (2) For a period of three (3) years after the effective date of the change the Company shall offer jobs available in San Francisco to laid off Oakland employees in seniority order and if they accept such employment they shall have their seniority at San Francisco under the provisions of Article 5, Section 5 (b) (2); one offer per employee shall satisfy this requirement. (3) This change shall be effective at such time as the Company's new San Francisco terminal is ready and the job openings shall be posted for bid not later than seven days prior to that time.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Paxton Trucking Company
2-8-3512

Change of Operations Locals involved: 70 Oakland, California
224, Los Angeles, California
439, Stockton, California
467, San Bernardino, California
468, Oakland, California

PROPOSED CHANGE:

It is desired to abandon line operation out of Fontana. Line drivers and central dispatch to be based at Montebello.

DECISION: (Change of Operations Committee - Transcript Page 67 - 2/13/68)
M/m/s/c/ that the operational change proposed be approved as clarified on the record with the following provisos:
(1) That the displaced Fontana drivers be placed on the line seniority list at Montebello, dovetailed on the basis of their company line seniority.
(2) That the change be put into effect no sooner than March 1, 1968.

Case # Universal Transport System, Inc.
2-8-3513

Change of Operations Locals involved: 150, Sacramento, California
287, San Jose, California

Universal Transport System, Inc. wishes to permanently transfer two trucks from Mountain View to West Sacramento. This is necessitated to economically serve customers and shippers in that area, the largest being Ideal Cement Company located at Brodrick.

DECISION: (Change of Operations Committee - Transcript Page 315 - 2/15/68)
M/m/s/c/ that the application of the Company be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Western Gillette, Inc.
2-8-3514

Change of Operations Locals involved: 104, Phoenix, Arizona
180, Los Angeles, California
224, Los Angeles, California
310, Tucson, Arizona
542, San Diego, California

PRESENT OPERATION:

1. Tucson destined freight is moved from Los Angeles by Los Angeles domiciled sleeper cabs with the prerogative to pick and drop at intermediate points.
2. Tucson and/or points beyond freight out of San Diego is moved by Los Angeles domiciled sleeper cabs who pick and drop in San Diego and proceed to Tucson where the sleeper portion of the operation dies. All freight dropped in Tucson by sleepers which is destined to points east of Tucson is then moved on a single man operation by drivers domiciled in Phoenix and/or Tucson.

PROPOSED CHANGE:

1. Eliminate sleeper cab operation.
2. Operate with Los Angeles domiciled drivers on a single man basis from Los Angeles to Tucson, Arizona via Yuma; Arizona, layover in Tucson and return to Los Angeles with the prerogative to pick and drop in Guasti and Yuma eastbound and pick and drop in Picacho, Yuma and Guasti westbound.
- 3-A. Domicile line drivers in San Diego to run to Phoenix with Phoenix-Tucson, Texas and/or beyond freight; layover in Phoenix and return to San Diego with San Diego destined freight without regard to Phoenix domiciled drivers.
- 3-B. Run Phoenix domiciled drivers to San Diego with San Diego destined freight; layover and return to Phoenix without regard to the San Diego domiciled drivers.
- 3-C. Operate on a turnaround basis from San Diego and Phoenix with Yuma as the turnaround point.

The Company requests the prerogative to drop and pick in Yuma in items 3-A, B and C.

Presently, the Company has one Yuma turn nightly bid Monday through Friday from Phoenix and San Diego which will be protected.

- 3-D. Retain the prerogative to run San Diego drivers to Tucson with San Diego origin freight destined for Tucson.
4. Western Gillette has two line drivers domiciled in Tucson, Arizona who handle overflow eastbound loads dropped in Tucson by Los Angeles sleeper drivers, and on occasion, shrimp or produce from Nogales to Phoenix. With Western Gillette's transition from a short haul to a transcontinental carrier, there will be no need for line drivers in Tucson, since this work will be handled by Los Angeles, San Diego and Phoenix line drivers. The Company would offer the two displaced Tucson line drivers work opportunities in accordance with the existing Contract.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Western Gillette, Inc. (Continued)
2-8-3514

DECISION: (Change of Operations Committee - Transcript Page 255 - 2/14/68)
M/m/s/c/ that the operational change be approved as amended and clarified on the record with the following provisos:

- (1) The existing bid Phoenix-Yuma-Phoenix turn and the existing bid San Diego-Yuma-San Diego turn shall continue to operate as in the past.
- (2) With regard to Paragraphs 3-A and 3-B, these runs may be operated on a through basis or on a meet and turn basis at Yuma as operating conditions require.
- (3) Drivers at away-from-home terminals may be returned home when their rest is up.
- (4) The present San Diego-Yuma bid turn shall be rebid before the effective date of this change and the successful bidder shall apply his Company seniority as line seniority from the date of the award of that bid and thereafter he shall not hold local terminal seniority.
- (5) The displaced Tucson drivers shall be offered the new runs out of San Diego and if they accept they shall have line seniority at San Diego from the date of the first trip pulled by each driver and those line seniority dates shall apply in case of layoff. If they elect not to go to San Diego, they shall be offered employment elsewhere in the Company's operations ahead of new hires.
- (6) Unless other procedures are mutually agreed to between Local 180, Local 224 and the Company prior to March 20, 1968, then under the authority granted to this committee by Article 5, Section 7, of the National Master Freight Agreement, the new Los Angeles-Tucson single-man runs shall be offered on a seniority basis to the Los Angeles sleeper drivers who have been running to Tucson and the drivers accepting such runs shall continue to pull the runs until the next regular annual bid time at which time they shall be posted for bid under applicable bidding procedures. The sleeper drivers who do not receive work on those runs shall exercise their seniority at Los Angeles under applicable seniority rules.
- (7) This change shall be placed into effect not sooner than April 1, 1968.

Case # J. Christenson Company
2-8-3515

Change of Operations Local involved: 431, Fresno, California
We would like to petition the Change of Operations Committee to allow the J. Christenson Division of California Motor Transport Company to change the line operation emanating from our Fresno terminal as follows:

Reduce from 3 to 1, the number of line drivers operating out of, and domiciled in, Fresno.

DECISION: (Change of Operations Committee - Transcript Page 324 - 2/15/68)
M/m/s/c/ that the operational change as clarified on the record be approved.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O. N. C. Motor Freight System
2-8-3516

Change of Local involved: 542, San Diego, California
Operations

In the new bids which O.N.C. Motor Freight System proposes to post and bid at Escondido and Oceanside the week of January 8/68, it is agreed that the following changes be made at these terminals:

1. Discontinue service to the following points now being served on a direct basis, and interline the freight at San Diego or Los Angeles.

Bonsall	Rincon
Fallbrook	Rincon Springs
Pala	San Onofre
Palomar Mountain	San Pasqual Valley
Pauma Valley	Valley Center
Rancho Bernardo	All points North of San Diego County Line

2. Discontinue one short line run out of Escondido.
3. Discontinue position of one office clerk at Oceanside.

DECISION: (Change of Operations Committee - Transcript Page 86 - 2/14/68)
M/m/s/c/ that the operational change be approved as clarified on the record.

Case # O. N. C. Motor Freight System
2-8-3517

Change of Local involved: 467, San Bernardino, California
Operations

It is proposed that O.N.C. close the Hemet terminal on the 29th of December, 1967. The work, all or part now being handled by this terminal, is to be transferred to the Colton terminal.
AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Page 92 - 2/14/68)
M/m/s/c/ That the operational change be approved and the seniority dovetailed.

Case # O. N. C. Motor Freight System
2-8-3518

Change of Local involved: 381, Santa Maria, California
Operations

It is proposed that O.N.C. Motor Freight System close the Santa Maria terminal January 26, 1968.

AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Page 95 - 2/14/68)
M/m/s/c/ that the operational change be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # West Coast Cartage Co., Inc.
2-8-3519

Change of Local involved: 495, Los Angeles, California
Operations

The present operation at the Los Angeles terminal is as follows:
The Mobile equipment at the Los Angeles terminal is owned by
West Coast Cartage Co., Inc. and serviced in the West Coast
Cartage Co. Inc. shop. There are five employees presently
employed in the shop.

PROPOSED CHANGE:

West Coast Cartage Co Inc. desires to lease the equipment from
Ryder Truck Leasing and Ryder will service and maintain the
equipment in their own shop, with their own personnel.

The five employees who are displaced by this proposed change
will be offered employment by the Ryder Truck Leasing Company
in accordance with the provisions of the Ryder labor agreements
with Local 495.

DECISION: (Change of Operations Committee-Transcript Page 2 - 2/13/68)
M/m/s/c/ that the application as clarified on the record be approved.

Case # Illinois-California Express, Inc.
2-8-3670

Change of Locals involved: 492, Albuquerque, New Mexico
Operations 941, El Paso, Texas

New Freight operation over Highway 85 between Albuquerque
and El Paso serving no intermediate points.

DECISION: (Change of Operations - Transcript Page 317 - 2/15/68)
M/m/s/c/ that the operational change in Case 2-8-3670 be approved with the following
provisos:

- (1) The paid-for miles over the new route between El Paso, Texas and Albuquerque,
New Mexico be established at 340 miles except where extra drivers are used and are
pulling either empty trailers or exempt commodities, in which instance the paid-for
miles shall be 274 miles.
- (2) The one-sixth mileage reduction formula shall be applied against the 340 paid-for
miles as established in No. 1 above, beginning April 1, 1968, and shall continue until
such time as the actual mileage of 274 miles has been accomplished.
- (3) The Western States Area Over-The-Road Supplemental Agreement shall be applied
to the operations between El Paso, Texas and Albuquerque, New Mexico for El Paso-
domiciled drivers in the same manner as it is applied to the Albuquerque, New Mexico-
domiciled drivers.
- (4) The two regular bid positions out of the El Paso terminal shall be posted for bid
of all drivers holding Company line seniority at the El Paso terminal and the success-
ful bidders shall thereafter have their full Company line seniority applied under the
Western States Area Over-The-Road Supplemental Agreement
- (5) This change to be effected immediately upon completion of the bidding at the
El Paso terminal.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Pacific Intermountain Express
2-8-3671

Change of Locals involved: 313, Tacoma, Washington
Operations 378, Olympia, Washington

The Employer, Pacific Intermountain Express, stationed a piece of tanker equipment temporarily in the Olympia area. At this time business has changed to the extent that it is desired that this equipment and the man to operate the same be located permanently at the Olympia, Washington location, and the Company asks for an order of the Change of Operations Committee authorizing this. The reason that the three unions are listed as being interested and have been consulted is that this equipment was originally moved from Seattle to Olympia and has been operated at various times by a member of Local 741 and a member of Local 313, coupled with the fact that it is now being moved into the jurisdiction of the Olympia Local 378. The Employer feels that this new operation should probably be bid and requests the advice and ruling of this committee as to how this should be bid, and whether it should be offered only to members of the Olympia local, or perhaps to members of the Olympia Local, Tacoma Local and the Seattle Local. The equipment is presently being operated by a member of Seattle Local.

DECISION: (Change of Operations Committee - Transcript Page 334 - 2/15/68)
M/m/s/c/ that this case be remanded back to the parties and this committee retain jurisdiction.

Case # Certified Freight Lines, Inc.
2-8-3704

Change of Local involved: 186, Santa Barbara, California
Operations

We would like to request approval of transferring one delivery run that the Company presently maintains in Santa Barbara to originate at Montalvo. The employee in question would be offered an opportunity to transfer. Also we would like clarification of his seniority when transferred.

DISPOSITION: Withdrawn.

Case # Certified Freight Lines, Inc.
2-8-3705

Change of Locals involved: 186, Santa Barbara, California
Operations 224, Los Angeles, California
381, Santa Maria, California

The Company requests continuance of a line drop and pickup of trailers at the Company's Montalvo terminal.

DECISION: (Change of Operations Committee - Transcript Page 253 - 2/14/68)
M/m/s/c/ that the operational change requested be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Certified Freight Lines, Inc.
2-8-3706

Change of Locals involved: 85, San Francisco, California
Operations 287, San Jose, California

The Company requests approval of discontinuing line dropping freight at our San Jose terminal.
We wish to take all freight into San Francisco and deliver from there.

DECISION: (Change of Operations Committee - Transcript Page 222 - 2/14/68)
M/m/s/c/ that the operational change be approved.

Case # Karlson Bros. Trucking Service
2-8-3707

Change of Locals involved: 386, Modesto, California
Operations 431, Fresno, California
439, Stockton, California

Clarification of the seniority of the employees involved when Karlson Bros. Trucking closed down its Modesto operation and moved the work to Manteca.

DECISION: (Change of Operations Committee - Transcript Page 127 - 2/14/68)
M/m/s/c/ in Case #2-8-3707 the closing of the Company's Modesto terminal be approved; and that two jobs at Manteca be offered to the laid-off Modesto drivers on a seniority basis, their seniority at Manteca to be under Article 5, Section 5(b)(2) of the Western States Area Master Agreement. For a period of three years from the date of this decision any vacancies in regular jobs or new regular jobs in the Company's freight operation at Manteca or Fresno be offered to the laid-off Modesto drivers, and if they accept such employment their Company seniority shall prevail for fringe benefits but not for layoff; one offer per employee shall satisfy this requirement.

COMMITTEE FOR LOCAL OPERATIONS

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 17, Denver, Colorado, and
11-7-3334 Eastern Express

P & D Ronald Anderson, George Gilliatte, John Golembieski, Dale Jenkins,
Dispute Jerry Lott, Don Tunender, filing for pay claim from June 12th to
July 10, 1967 - 8-1/2 hours.

DISPOSITION: Postponed.

Case # Local 17, Denver, Colorado, and
11-7-3335 Eastern Express

P & D Arthur Keitez and Clyde Gillmore filing pay claim from June
Dispute 12th to July 10, 1967.

DISPOSITION: Postponed.

Case # Local 235, Orange, California, and
11-7-3346 Pacific Motor Trucking

P & D We have requested a change of bidding procedure as established
Dispute in the Memorandum of Understanding for the 1964/1967 contract.
We request to revert back to 100% bid as we had previously at the
Anaheim terminal during the 1961 /1964 contract.

DECISION: (Committee for Local Operations - Transcript Page 2 - 2/13/68)
M/m/s/c/ that 100% of the jobs shall be put up for bid, 80% will be allowed to bid
and 20% will be assigned regular starting times.

Case # Local 431, Fresno, California, and
11-7-3349 Delta Lines

P & D Union claims pay for driver Finch when employee with less seniority
Dispute worked more than Finch worked.

DECISION: (Committee for Local Operations - Transcript Page 177 - 2/15/68)
M/m/s/c/ that on the days Speck made more overtime Finch shall be paid the difference.

Case # Local 542, San Diego, California, and
11-7-3353 Garrett Freightlines

P & D Leroy Larson states: Since June 19, 1967, I have been on layoff.
Dispute During this time San Diego and Los Angeles line drivers have been
doing local cartage work. Also during this time, Garrett Freight
has been sub-contracted out to Aztec for delivery. During this time
I have been available and willing to work. I am therefore claiming
for back wages I feel are due me when I was denied work. Total
claim - \$445.20.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
11-7-3357 Consolidated Freightways, Inc.

Clarification Local 741 asks for clarification from the committee of local operations of the Joint Western Committee, on the decision of Case #11-7-3357.

DECISION: (Committee for Local Operations - Transcript Page 87 - 2/14/68)
M/m/s/c/ in clarification of the decision rendered by this committee in Case 11-7-3357, it was the intent of the motion that it include all employees affected by the change in the starting times, not just the 80% employees.

Case # Local 2, Butte, Montana, and
2-8-3520 Garrett Freightlines

P & D Union stated they are requesting one hour per day at time and
Dispute one-half for two men (Leppanen and Crnich) for all time worked by 20% employees who have been called in at 8:00 a.m.

DECISION: (Committee for Local Operations - Transcript Page 31 - 2/13/68)
M/m/s/and Deadlocked that the claim of the Union be denied.
NOTE: When the decision of the Committee for Local Operations was reported to the Main Committee, it was announced that this case was Settled and Withdrawn.

Case # Local 17, Denver, Colorado, and
2-8-3521 Illinois - California Express, Inc.

P & D Local 17 is filing on behalf of casual employees who worked
Dispute over 12 days in the month of September, 1967.

DECISION: (Committee for Local Operations - Transcript Page 79 - 2/14/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 17, Denver, Colorado, and
2-8-3522 Navajo Freight Lines, Inc.

P & D Company is in dispute with Local 17 on application of above
Dispute Article and Section to dock and employees governed by the Western Empire Operators Association and Teamsters Local 17 Hostler's Addendum.

DECISION: (Committee for Local Operations - Transcript Page 13 - 2/13/68)
M/m/s/c/ that the Company be allowed to put their bid into effect immediately, and the Company is instructed to give all the seniority men an opportunity to qualify on new equipment.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 17, Denver, Colorado, and
2-8-3523 Pacific Intermountain Express

P & D Cyrus W. Deem filing pay claim in the amount of \$42.60.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 17, Denver, Colorado, and
2-8-3524 United-Buckingham Freight Lines

P & D Ronald Glanz filing pay claim in the amount of \$63.36.
Dispute

DECISION: (Committee for Local Operations - Transcript Page 97 - 2/14/68)
M/m/s/c/ that the men in question (Snider, Glanz and Hood) be paid three hours
pay each at the regular straight time hourly rate for time spent in taking physical
examinations.

NOTE: Cases #2-8-3524 and #2-8-3525 were heard together and same decision applies.

Case # Local 17, Denver, Colorado, and
2-8-3525 United-Buckingham Freight Lines

P & D Ronald Glanz filing a pay claim in the amount of \$2.66.
Dispute

DECISION: The decision in Case #2-8-3524 applies.

Case # Local 45, Great Falls, Montana, and
2-8-3526 Consolidated Freightways

P & D Request 8 hours pay at time and one-half, employee Christian,
Dispute not called back when rested.

DECISION: (Committee for Local Operations - Transcript Page 63 - 2/13/68)
M/m/s/c/ that due to the particular facts presented in this case the claim of the
Union be denied.

Case # Local 57, Eugene, Oregon, and
2-8-3527 Pacific Motor Trucking Company

P & D Dispute over work around claim for 1-1/2 hours overtime pay
Dispute for employee H. L. Sage on October 3, 4, 10, and 11, 1967, when
junior man Paul Hamilton was worked.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 57, Eugene, Oregon, and
2-8-3528 Pacific Motor Trucking Company

P & D Dispute over the Union's request that the Company bid the Sears
Dispute run and that it should be bid as the other regular runs.

DECISION: (Committee for Local Operations - Transcript Page 22 - 2/13/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
2-8-3529 O. N. C. Fast Freight

P & D This dispute involves James Rouse not being called to work on
Dispute September 17, 1967 and junior employees who were worked.

DISPOSITION: Settled and Withdrawn.

Case # Local 154, Seattle, Washington, and
2-8-3530 Los Angeles-Seattle Motor Express

Office Company insists on collecting Health and Welfare and Pension
Dispute payment during maternity leave of absence of Marcelle Hanson.

DECISION: (Committee for Local Operations - Transcript Page 123 - 2/14/68)
M/m/s/c/ that based upon the statement by Mr. Volkoff as Chairman of the Union
Office Workers Negotiating Committee, confirmed in prior oral conversations with
Mr. Mansfield as Chairman of the Employer Office Workers Negotiating Committee,
that employees on bona fide maternity leave of absence under the Office Workers
Contract are not required to make Health and Welfare and Pension contributions.

Case # Local 190, Billings, Montana, and
2-8-3531 Consolidated Freightways

P & D CASE #M-782: Request 8 hours pay for Walter Morse for work
Dispute performed by a junior employee on 11/29/67.

CASE #M-783: Request 8 hours pay for Elmer Gable for work
performed by a junior employee on 11/8/67.

DECISION: (Committee for Local Operations - Transcript Page 91 - 2/14/68)
M/m/s/c/ due to the particular facts presented in this case the claim of the Union
be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3533 Consolidated Freightways, Inc.

P & D Dave Harwood (Case #10357) and Edward Hines, Jr. (Case #10358)
Dispute reported for work on the date of September 1, 1967, qualified,
able and available to perform their assigned duties, and upon
reporting for said duties, the Employer denied Harwood and
Hines the opportunity to work placing them on an improper lay-
off and suspension, with the allegation that they were "improperly
dressed."

DECISION: (Committee for Local Operations - Transcript Page 221 - 2/15/68)
M/m/s/c/ that based on the evidence presented there was a technical violation of
the Agreement in respect to the Company suspending Harwood and Hines without
a prior warning notice. Therefore, it is the decision of the committee that they be
issued a warning notice for the incident on September 1, 1967 and paid for the time
lost on that day.

Case # Local 208, Los Angeles, California, and
2-8-3534 Consolidated Freightways

P & D Alex W. Desatoff was employed by the Employer as a casual,
Dispute working various periods during the months of July, August,
September, October and November, 1967. Desatoff completed
in excess of 12 days of said employment in the month of August,
1967. The Local Union requests a letter of hire and establishing
steady employment with a seniority date as of the first day
Desatoff worked in said month (August).

DECISION: (Committee for Local Operations - Transcript Page 197 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement the case is untimely
and therefore improperly before this committee.

Case # Local 208, Los Angeles, California, and
2-8-3535 Consolidated Freightways

P & D Alex W. Desatoff was employed by the Employer as a casual,
Dispute working various period during the months of July, August, September,
October and November, 1967. Desatoff completed in excess of
12 days of said employment in the month of October, 1967. The
Local Union requests a letter of hire establishing steady employ-
ment with a seniority date as of the first day Desatoff worked in
said month (October).

DECISION: (Committee for Local Operations - Transcript Page 204 - 2/15/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case
to Case #11-7-3471 and Case #11-7-3492.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-8-3536 Consolidated Freightways

P & D John Pawelski was employed by the Employer as a casual, working
Dispute various periods during the months of July, August, September,
October and November, 1967. Pawelski completed in excess of
12 days of said employment in the month of August, 1967.

The Local Union requests a letter of hire establishing steady
employment with a seniority date as of the first day Pawelski
worked in said month (August).

DECISION: (Committee for Local Operations - Transcript Page 201 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement this case is untimely
and therefore improperly before this committee.

Case # Local 208, Los Angeles, California, and
2-8-3537 Consolidated Freightways

P & D CASE #10604: Hank Salazar was disallowed compensation for
Dispute time claimed on the date of September 22, 1967, thereby depriving
Salazar of two hours compensation for such time claimed. The
Union claims two hours compensation at the applicable rate of
pay for the date set forth herein.

CASE #10605: George Minnehan was disallowed compensation
for time claimed on the date of September 22, 1967, thereby
depriving Minnehan of two hours compensation for such time
claimed. The Local Union claims two hours compensation at
the applicable rate of pay for the date set forth herein.

DECISION: (Committee for Local Operations - Transcript Page 209 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement this case is untimely
and therefore improperly before this committee.

Case # Local 208, Los Angeles, California, and
2-8-3538 Consolidated Freightways

P & D On behalf of George David, the Union requests the reinstatement
Dispute of David, together with all seniority rights and benefits, and
with back pay for all time lost from the date of March 30, 1967.

DECISION: (Committee for Local Operations - Transcript Page 212 - 2/15/68)
M/m/s/and Deadlocked that George David be returned to work as of November 8/67
and be compensated for all time lost, less monies earned elsewhere, and that
Health and Welfare and Pension payments be made.

NOTE: See Main Committee for final disposition.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-8-3539 Milne Truck Lines

P & D It is the contention of the Union that Robert Klass has been work-
Dispute ing at Milne Truck since July 10 through September 15, 1967.
We claim that he is a regular employee.

DECISION: (Committee for Local Operations - Transcript Page 35 - 2/13/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case
to Case #11-7-3471 and #11-7-3492.

Case # Local 208, Los Angeles, California, and
2-8-3540 Peerless Trucking Company

P & D CASE #10649: Local Union asks Company to comply with
Dispute Article 41, Section 2, when peak of business requires early
starting time they must be posted for bid.
CASE #10650: Seniority violation and moneys. Company has
an 80% bid on starting times only. Therefore, starts 20 percenters
on early starting times every day at 9:00 A.M. and 10:00 A.M.
without giving senior men the preference to come in at these
starting times.

DECISION: (Committee for Local Operations - Transcript Page 71 - 2/13/68)
M/m/s/c/ that based on the 80-20 percent application in this particular case the
claim of the Union is denied.

Case # Local 208, Los Angeles, California, and
2-8-3541 Ringsby Truck Lines

P & D CASE #10403: David R. Baynes was employed as a casual on
Dispute the date of September 1, 1967 and Baynes completed in excess
of 13 days of employment during said month. The Local Union
requests a letter of hire with a seniority date of September 1/67.
CASE #10404: Ronald Jurado was employed as a casual on the
date of August 1, 1967, and completed in excess of 13 days of
employment during said month. The Local Union requests a
letter of hire with a seniority date of August 1, 1967.

DECISION: (Committee for Local Operations - Transcript Page 105 - 2/14/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case to
Case #11-7-3471 and Case #11-7-3492.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-8-3542 Transcon Lines

P & D On behalf of Jack Roeth and in view of this case, the Local
Dispute Union is asking for the vacation pay on the anniversary date of
John Thomas Roeth and all interest accrued on his vacation
money.

DECISION: (Committee for Local Operations - Transcript Page 112 - 2/14/68)
M/m/s/c/ that based on the decision in JWC Case #7-454, Page 412 of the July,
1962 transcript of the Main Committee the claim of the Union in this case be denied.

Case # Local 208, Los Angeles, California, and
2-8-3543 Union Pacific Motor Freight Company

P & D The Employer maintains a practice of withholding wages due
Dispute B. W. Hodges, as the result of time consumed by Hodges for
lunch period under the applicable conditions of the Freight
Agreement. The Union requests that the Employer be directed
to cease and desist.

DECISION: (Committee for Local Operations - Transcript Page 186 - 2/15/68)
M/m/s/c/ that based on the facts presented in this particular case the claim of
the Union be denied.

Case # Local 222, Salt Lake City, Utah, and
2-8-3544 Ringsby Truck Lines

P & D It is the Union's position that since the Company required the
Dispute employees to tally the freight off the line haul equipment and sign
or initial bill or manifest, the men are entitled to Checker's pay.

DISPOSITION: Withdrawn.

Case # Local 334, Spokane, Washington, and
2-8-3545 Beardmore Heavy Hauling

Office Ruth F. Stickney was called to work on several occasions and
Dispute worked less than 40 hours during that week.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 357, Los Angeles, California, and
2-8-3546 Certified Freight Lines

P & D Complaint by James Tilford: "When I first paid attention to
Dispute check it was on September 18, 1967 and it was for \$3.76-1/2 per
hour. Then on September 25, 1967, it was for \$3.86-1/2 per
hour. Then I found out from the Union contract that the Company
owed me ten cents per hour more from June until September.
I request the Local Union collect ten cents per hour for me for
a total of 369 hours in the amount of \$36.90.

DECISION: (Committee for Local Operations - Transcript Page 129 - 2/14/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement the claim of James
Tilford is untimely and therefore improperly before this committee.

Case # Local 357, Los Angeles, California, and
2-8-3547 Pacific Motor Trucking

P & D The Company has regular position of Bill Signer that they did
Dispute not bid on the annual bid. Local 357 requests all positions and
classifications be posted for bid as per our contract.

DECISION: (Committee for Local Operations - Transcript Page 165 - 2/15/68)
M/m/s/c/ that the work described in this case be assigned in order of seniority
on the shift in question.

Case # Local 357, Los Angeles, California, and
2-8-3548 Signal Trucking

P & D For and on behalf of James D. Felts: Signal send a certified
Dispute letter to the Local 357 Dispatch Hall of which I was not a member
at that time, claiming they did not have my address. Herb Helmers
told me to go process for work and was turned down in July, 1967.
I claim 46 days pay.

DECISION: (Committee for Local Operations - Transcript Page 160 - 2/15/68)
M/m/s/c/ that under Article 43, Section 1 (i) of the Agreement this case is untimely
and therefore improperly before this committee.

Case # Local 357, Los Angeles, California, and
2--8-3549 Transcon Lines

P & D For and on behalf of George Fuller: I charge Mr. B. Atkinson
Dispute with violation of Article 41, "Seniority shall be broken only by
discharge, voluntary quit, or more than 2 years layoff. On
October 9, 1967 he used Gustafson as route clerk. This clearly
violates my seniority, I am the next qualified route clerk on the
seniority list for the 12:01 a.m. shift.

DECISION: (Committee for Local Operations - Transcript Page 173 - 2/15/68)
M/m/s/c/ that based on the particular facts presented in this case the claim of
the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 357, Los Angeles, California, and
2-8-3550 Willig Freight Lines

P & D For and on behalf of members of Local 357 - Employees at
Dispute Willig Freight. During the week of September 25, 1967, discussed
the problem of bill blocking and/or routing being done by one
or more Union exempt (Company) employees; namel
Mr. C. B. Weaver, Mr. H. Chamberlin and Mr. Jud Price.
We maintain this has now been made a regular position and/or
positions starting at approximately 3:30 a.m. and therefore
subject to posting for bid, as this work comes under our contract
unit, Local 357, blocking and/or routing.

DECISION: (Committee for Local Operations - Transcript Page 143 - 2/15/68)
M/m/s/c/ that the work described in this case is within the jurisdiction of Local
357 and the money claim be denied.

Case # Local 357, Los Angeles, California, and
2-8-3551 Willig Freight Lines

P & D Ernest Lunceford questions the application of the "60-40 Agreement"
Dispute between Local 357 and Willig Freight Lines.

DECISION: (Committee for Local Operations - Transcript Page 150- 2/15/68)
M/m/s/and Deadlocked that the Company did change starting times in violation of
the contract, and further, that the Company pay the affected employees the one
hour at time and one-half where claimed ahead of their normal start time of 2:00 p.m.
NOTE: See Main Committee for final disposition.

Case # Local 150, Sacramento, California, and
2-8-3672 Pacific Motor Trucking

P & D Union claims Company improperly eliminated Working Leader-
Dispute man Classification. Union claims monies due senior qualified
man.

DECISION: (Committee for Local Operations - Transcript Page 53 - 2/13/68)
M/m/s/c/ that the work performed by the former working leaderman be returned
to the bargaining unit and that the Company assign or bid, as required, a working
leaderman position and the money claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-8-3692 Griley Security Freight Lines

P & D On Thursday, December 28, 1967 the Company dispatched
 Dispute Chuck Thorn, a junior man, instead of Ronald Wagner. We are asking the difference in pay.

DECISION: (Committee for Local Operations - Transcript Page 255 - 2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer representative was not present for either Griley or Quick Service these two cases be referred back to the Main Committee for disposition because they are late filings.

Case # Local 208, Los Angeles, California, and
 2-8-3693 Milne

P & D Claim by Manuel Soto for 1-1/2 hours for not being allowed to
 Dispute finish out tour of duty.

DECISION: (Committee for Local Operations - Transcript Page 49 2/13/68)
M/m/s/ and Deadlocked that the claim of the Union be denied.
 NOTE: See Main Committee for final disposition.

Case # Local 208, Los Angeles, California, and
 2-8-3695 Pacific Motor Trucking

P & D Claim for senior man when Company dispatched a junior man
 Dispute to Eastman Kodak in his place.

DECISION: (Committee for Local Operations - Transcript Page 136 - 2/15/68)
M/m/s/c/ that the senior employee desiring the Eastman Kodak delivery in question be allowed to pull such run and any monies claimed in this case be denied.

Case # Local 208, Los Angeles, California, and
 2-8-3696 Quick Service Transfer

P & D Money claim for the rigging rate of pay for Leslie Ritchie -
 Dispute 5 hours @ \$5.98 per hour instead of \$3.84 per hour.

DECISION: (Committee for Local Operations - Transcript Page 255 - 2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer representative was not present for either Griley or Quick Service these two cases be referred back to the Main Committee for disposition because they are late filings.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case #

2-8-3552 L-598 CHARLES BURKE, member of Local 357, Los Angeles, Calif. Employee of Western Gillette, Inc. Request is for a period of 30 days, effective December 4, 1967, for the purpose of accepting a non-covered position.

DECISION: (Sub-Committee - Transcript Page 230 - 2/15/68) Request Approved.

L-599 LES DAVIS, member of Local 17, Denver, Colorado. Employee of Navajo Freight Lines, Inc. Request is for a period of 90 days, effective December 11, 1967, for the purpose of trying out for a Dock Foreman position.

DECISION: (Sub-Committee - Transcript Page 231 - 2/15/68) This request is referred back to the parties for proper processing.

L-600 DAVID E. DORN, member of Local 357, Los Angeles, Calif. Employee of Metropolitan Terminals. Request is for a period of 90 days, effective November 13, 1967, for the purpose of accepting Supervisory position.

DECISION: (Sub-Committee - Transcript Page 232 - 2/15/68) Request Approved.

L-601 PHILLIP FITZGERALD, member of Local 224, Los Angeles, California. Employee of T.I.M.E. Freight, Inc. Request is for a period of 30 days, effective October 16, 1967, for the purpose of acceptance of Supervisory position (Dispatcher)

DECISION: (Sub-Committee - Transcript Page 233 - 2/15/68) Request Approved.

L-602 JAMES E. McCaffery, member of Local 357, Los Angeles, California. Employee of Transcon Lines. Request is for a period of 90 days, effective October 31, 1967, for the purpose of accepting a job in an exempt category.

DECISION: (Sub-Committee - Transcript Page 234 - 2/15/68) Request Approved.

L-603 WILLIAM JOHN McClain, member of Local 357, Los Angeles, California. Employee of Superior Fast Freight. Request is for a period of 90 days, effective November 13, 1967, for the purpose of working for Management in the capacity of a Dispatcher.

DECISION: (Sub-Committee - Transcript Page 235 - 2/15/68) Request Approved.

L-604 BILLY G. REYNOLDS, member of Local 208, Los Angeles, California. Employee of Illinois-California Express. Request is for a period of 60 days, effective November 13/67 for the purpose of non-classified job (Dispatcher).

DECISION: (Sub-Committee - Transcript Page 236 - 2/15/68) Request Approved.

L-605 FRED D. SMITH, member of Local 104, Phoenix, Arizona. Employee of Transcon Lines. Request is for a period of 90 days, effective December 1, 1967, for the purpose of accepting the position of Supervisor of Terminal Operations on a trial basis.

DECISION: (Sub-Committee - Transcript Pg. 237 - 2/15/68) Request Approved.

L-606 TOM TOMBERLIN, member of Local 208, Los Angeles, California. Employee of Thunderbird Freight Lines, Inc. Request is for a period of 90 days, effective November 6, 1967, for the purpose of transferring to Sale Dept.

DECISION: (Sub-Committee - Transcript Pg. 238 - 2/15/68) Request Approved.

L-607 THOMAS ARENA, member of Local 208, Los Angeles, Calif. Employee of Thunderbird Freight Lines, Inc. Request is for a period of 90 days, effective January 2, 1968, for the purpose of trying out for Salesman.

DECISION: (Sub-Committee - Transcript Pg. 239 - 2/15/68) Request Approved.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case #
2-8-3552 L-608 ROBERT MOTT, member of Local 208, Los Angeles, Calif. Employee of Valley Motor Lines. Request is for a period of 30 days, effective December 1, 1967, for the purpose of accepting job as Dispatcher with Company.
DECISION: (Sub-Committee - Transcript Pg. 240 - 2/15/68) Request Approved.

L-609 FRANK SERRATORE, member of Local 208, Los Angeles, California. Employee of Valley Copperstate Sunset, Valley Express Co., Division. Request is for a period of 90 days effective November 30, 1967, for the purpose of working as Dock Foreman.
DECISION: (Sub-Committee - Transcript Pg. 241 - 2/15/68) Request Approved.

L-610 JAMES C. WAHNON, member of Local 208, Los Angeles, California. Employee of Alco Transportation Co. Request is for a period of 90 days, effective January 2, 1968, for the purpose of taking position of Dispatcher for Alco.
DECISION: (Sub-Committee - Transcript Pg. 242 - 2/15/68) Request Approved.

L-611 RICHARD L. WILLIAMS, member of Local 224, Los Angeles, California. Employee of Hadley Auto Transport. Request is for a period of 90 days, effective November 13, 1967, for the purpose of accepting temporary position as Driver Supervisor.
NOTE: A 90 day Leave was granted at the November, 1967 JWAC Meeting - Case #11-7-3358 - L-589, commencing Sept. 1, 1967. As per phone call to Clyde Yandell, Secretary Treasurer of Local 224 on January 10, 1968, this Leave of Absence was NOT taken by the employee.
DECISION: (Sub-Committee - Transcript Pg. 243-2/15/68) Request Approved.

L-612 JOHN BAHNER, member of Local 17, Denver, Colorado. Employee of Navajo Freight Lines. Request is for a period of 90 days, effective December 11, 1967, for the purpose of trying out for a Dock Foreman position.
DECISION: (Sub-Committee - Transcript Pg. 245-2/15/68) Request Approved.

L-613 NICOLAS CASARES, member of Local 492, Albuquerque, New Mexico. Employee of I. C. X. Request is for a period of 90 days, effective December 4, 1967, for the purpose of taking a position as Supervisory Dock Foreman for a 90 day trial period.
DECISION: (Sub-Committee - Transcript Page 246 - 2/15/68) Request Approved.

L-614 JOSEPH MICHAEL LOUGHLIN, member of Local 81, Portland, Oregon. Employee of United-Buckingham Norwalk. Request is for a period of 90 days, effective November 14, 1967, for the purpose of taking a salaried job on a trial basis.
DECISION: (Sub-Committee - Transcript Page 247 - 2/15/68) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case #

2-8-3552 L-615 NIELS S. PETERSON, member of Local 224, Los Angeles, California. Employee of I. M. L. Freight, Inc. Request is for a period of 90 days, effective December 31, 1967, for the purpose of accepting a non-Union Supervisory position.
DECISION: (Sub-Committee - Transcript Page 248 - 2/15/68) Request Approved.

L-616 KEITH W. REYBURN, member of Local 357, Los Angeles, California. Employee of Transcon Lines. Request is for a period of 90 days, effective December 28, 1967, for the purpose of accepting a position in Management.
DECISION: (Sub-Committee - Transcript Page 249 - 2/15/68) Request Approved.

L-617 CLYDE RUSSELL, JR., member of Local 17, Denver, Colorado. Employee of Miller Bros., Inc. Request is for a period of 90 days, effective January 8, 1968, for the purpose of acting in a Supervisory capacity.
DECISION: (Sub-Committee - Transcript Page 250 - 2/15/68) Request Approved.

L-618 ERNEST J. TRUJILLO, member of Local 17, Denver, Colorado. Employee of Miller Bros., Inc. Request is for a period of 90 days, effective December 4, 1967, for the purpose of acting in a Supervisory capacity.
DECISION: (Sub-Committee - Transcript Page 251 - 2/15/68) Request Approved.

L-619 DOUGLAS TREMBERTH, member of Local 208, Los Angeles, California. Employee of American Consolidators. Request is for a period of 90 days, effective January 8, 1968, for the purpose of working for Company in capacity of Dock Supervisor.
DECISION: (Sub-Committee - Transcript Page 252 - 2/15/68) Request Approved.

L-620 MEL ERNST, member of Local 533, Reno, Nevada. Employee of Wells Cargo. Request is for a period of 90 days, effective February 5, 1968, for the purpose of trying out as a Dock Foreman.
DECISION: (Sub-Committee - Transcript Page 253 - 2/15/68) This request is referred back to the parties for proper processing.

L-621 BERT FENTON, member of Local 741, Seattle, Washington. Employee of O. N. C. Fast Freight. Request is for a period of 90 days, effective January 30, 1968, for the purpose of taking up an assignment as Business Agent for the Local Union.
DECISION: (Sub-Committee - Transcript Page 254 - 2/15/68) Request Approved.

MAIN COMMITTEE

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
8-6-2559 Willig Freight Lines

Clarification Fluor Products desire that the Company drop trailers at their plant and the shipper loads his own product. This action permitted by JWC decision in Case #8-6-2559, but Union says that this applies only to truck loads. The Union would like a clarification of JWC Case #8-6--2559. Company contends that it does not mean only truck loadss.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that under Article 45 LTL, if hand loaded, this work must be performed by Local 980 local men; and since the LTL was handled by dockmen of Local 980, the claim of the Union in this particular case is denied.

Case # Local 287, San Jose, California, and
5-7-3062 California Cannery

O-T-R Pay claim for McEver. Union claiming overtime rate of pay
Dispute for a shortline driver who worked on a Saturday in a higher pay scale area.

DECISION: (Main Committee - Transcript Page 360 - 2/14/68)
M/m/s/c/ if the work performed by the drivers on Saturday is the same as it is during the work week, the Company's position will be sustained; if the work on Saturday is different from the work performed during the work week, then the Union's position is sustained.

Case # Local 70, Oakland, California, and
8-7-3156 Pierce Freight Lines

Joint Casual, Tolefree, was dispatched as heavy driver. After complet-
Council #7 ing local delivery, Tolefree was returned to yard, was then sent
Dispute to Colgate and worked until noon. At that time was brought back to terminal and clocked out. Claims full day's pay.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Locals 222, Salt Lake City, Utah - Local 483, Boise, Idaho
8-7-3207 Local 983, Pocatello, Idaho - Local 976, Ogden, Utah, and
Intermountain Operators League - Pacific Intermountain Express
I. M. L. Freight, Inc.

Master Under the terms of the Memorandum of Understanding on Riders
Dispute as agreed to in the recent negotiations, Joint Council #67 has not been able to come to any agreement with the Employers involved with the following Riders: Rider #327 (MS-77)-Shortline Operations. Guide for classifying Dockmen, Loaders, Helpers and Checkers. Local 222, on behalf of Joint Council #67 requests the JWAC to resolve these issues.

DECISION: (Main Committee - Transcript Page 48 - 2/13/68)
M/m/s/c/ that any employee checking or signing and receiving freight on the dock on his shift be paid the checker rate of pay.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
 8-7-3294 Willig Freight Lines

Joint Council #7 Dispute Union claims that trailer loaded at Morgan Wood in Cloverdale should be brought back to the terminal in Santa Rosa by a Local Pick-Up and Delivery man, and the short line out of Fort Bragg would pick up at terminal and take on to San Francisco.

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
 8-7-3296 Garrett Freightlines, Inc.

Warning Letters Teamster Local 741 protests the 67 warning letters written on April 26, 1967 by Garrett Freightlines, received in Local 741's office on April 27, 1967, by registered mail.

DISPOSITION: Postponed.

Case # Local 208, Los Angeles, California, and
 11-7-3343 Pacific Motor Trucking Company

P & D Dispute H. C. Tamburelli claims, pending examination of the reocrds, monies earned by junior employees who were worked in his stead as follows: P. Cramer on dates of June 21, 1967 and July 13/67. M. Rhoden on dates of June 22nd, 26th, 27th, 28th, 29th, July 5th, 6th, 10th, 11th, 12th, 13th, 1967.

DISPOSITION: (Main Committee - Transcript Page 672 - 2/16/68)
 In case #11-7-3343, Local 208 and Pacific Motor Trucking Company, the Chair will appoint a special committee to investigate and report to the Main Committee at the next grievance meeting. That committee will consist of Gene Shepherd, Barney Volkoff, Gordon Kirby and Earl Mansfield of California Trucking Association. They will investigate the claims in this case and report to this committee at the next meeting.

Case # Local 70, Oakland, California, and
 11-7-3361 Ringsby Truck Lines

Interpre- Asking for Interpretation, JWC Case #11-7-3361. Union's position
 tation was that all of the facts were not brought out at the JWC and that the Company was in fact holding back 8 days pay which was in violation of the State Labor Code.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
 M/m/s/c/ that Friday is payday; but if checks are here Thursday they will be paid on that day.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # 11-7-3366 Local 70, Oakland, California, and Los Angeles-Seattle Motor Express

Joint Council #7 Interpretation The Company claims that any employee must work 13 days in a calendar month to receive paid vacation and that they can pro-rate his vacation. Example - his anniversary date is September and he wishes his vacation pay in June. The Company claims he is not entitled to July, August, and September.

DISPOSITION: Withdrawn.

Case # 11-7-3375 Local 81, Portland, Oregon, and O. N. C. Fast Freight

O-T-R Dispute Dispute with O.N.C. over a runaround claim for driver Thommen. This was a trip to Medford on September 7, 1967 which was pulled by a casual.

DISPOSITION: Settled and Withdrawn.

Case # 11-7-3379 Local 85, San Francisco, California, and Santa Fe Trails

Joint Council #7 Dispute Under piggy-back plan 4, the Company is unloading pigs at the pig ramp in Oakland, then taking them to San Francisco with a Local 70 driver and dropped at consignee and unloaded by Local 85 personnel. Union's position is that if a Local 70 driver stays with the trailer they have objection, but if the trailer is dropped at consignee a Local 85 man should be left with the trailer.

DISPOSITION: Postponed.

Case # 11-7-3381 Local 180, Los Angeles, California, and Consolidated Copperstate

O-T-R Dispute Local 180 takes the position that this team, Couch and Gray were runaround some fifty hours and should be compensated for same at the regular hourly rate of \$3.50 per hour, a total sum of \$175.00 for each man.

DISPOSITION: Settled and Withdrawn.

Case # 11-7-3383 Local 180, Los Angeles, California, and DC International, Inc.

O-T-R Dispute Local 180 takes the position that a runaround took place on September 7, 1967 at 7:49 A.M. when a Denver Tractor #355 was dispatched with Trailer #4702.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
11--7-3393 Garrett Freightlines

O-T-R Claim in behalf of Mark that if the dispatcher told him he would
Dispute not have to be available for a call until 5:00 P.M., then the claim
be paid, but if the dispatcher told him he would not be going out
until 5:00 P.M. then the claim be denied.

DECISION: (Main Committee - Transcript Page 78 - 2/13/68)
M/m/s/c/ the claim be denied, based on the calls.

Case # Local 222, Salt Lake City, Utah, and
11-7-3394 I. M. L. Freight, Inc.

O-T-R The Union is requesting that the Company be required to show
Dispute the number of miles driven on the driver's check stubs. The
Union contends that the Company formerly showed this information
but the new payroll procedures have omitted it and that Article
48, Section 3 requires a showing of the number of miles driven.

DECISION: (Main Committee - Transcript Page 62 - 2/13/68)
M/m/s/c/ that the claim of the Union be upheld, in accordance with the provisions
of the contract.

Case # Local 222, Salt Lake City, Utah, and
11-7-3395 I. M. L. Freight, Inc.

Automotive The Company and the Union have an agreement to bid holiday work
Dispute on the basis of full Company seniority, rather than by seniority
in classification. After the bids were awarded, due to an unexpected
load of ammunition, the Company required additional steamers
during Memorial Day and the Company called the senior qualified
man who had bid day shift but hadn't been awarded it.

DECISION: (Main Committee - Transcript Page 56 - 2/13/68)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 287, San Jose, California, and
11-7-3406 Consolidated Freightways

O-T-R A San Jose driver bobtailed from San Jose to the Consolidated
Dispute terminal at San Leandro. He picked up a load and delivered it
to the consignee in San Jose. The Union is claiming the local
rate of pay for the driver involved.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 287, San Jose, California, and
11-7-3410 Pacific Motor Trucking

Joint Work jurisdiction. The Company is dropping trailers at the
Council #7 Payless Drug Stores for Van Load Sales. These trailers are
Dispute left at the consignee for two, three or four days. The Union's
position is that the Company may not drop trailers without local
men in attendance.

DISPOSITION: Postponed.

Case # Local 287, San Jose, California, and
11-7-3412 U. S. Products

O-T-R Company in violation of Article 41.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 495, Los Angeles, California, and
11-7-3424 Pacific Motor Trucking

Automotive Local 495 in behalf of Richard Swayzer requests that the Company
Dispute be instructed to bid the stockroom job.

DISPOSITION: (Main Committee - Transcript Page 89 - 2/13/68)
Referred to the parties.

Case # Local 495, Los Angeles, California, and
11-7-3425 Walkup Merchant's Express

Automotive Local 495 in behalf of William McSorley claims 9 hours pay for
Dispute work performed by someone outside of bargaining unit.

DECISION: The decision in Case #2-8-3621 applies.

Case # Local 533, Reno, Nevada - Local 150, Sacramento, California, and
11-7-3426 McLeod Trucking

O-T-R Employer violating Change of Operation. Refuses to make agree-
Dispute ment between owner/operator, Employer and the Union. Believe
Employer using subterfuge. Requesting cease and desist order.

DECISION: (Main Committee - Transcript Page 314 - 2/14/68)
M/m/s/c/ that the Company is in violation of the contract and the two-hour claim
of the Union be upheld.

JWAC Minutes
February 12-13-14-15-16
1968

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
 11-7-3431 Consolidated Freightways

O-T-R Local 741 requests runaround pay in the amount of a Seattle to
 Dispute Portland turn for D. J. Olsen, Consolidated Freightways, Seattle
 line driver, when on July 7, 1967, Portland driver Gaston went
 from Moses Lake after a layover to Portland via Seattle and
 dropped and picked in Seattle.

DISPOSITION: Settled and Withdrawn.

Case # Local 898, El Centro, California, and
 11-7-3457 Imperial Truck Lines, Inc.

Warning Protest of warning notice dated August 7, 1967 to Arthur
 Letter McBride.

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
 11-7-3471 O. N. C. Motor Freight System

P & D Local 741 is in dispute with the seniority date of the following
 Dispute Pick-Up and Delivery and dock employee of O.N.C: Clause Hereth -
 September, 1967. Union claims this employee should be placed
 on the regular seniority list on the first day in the calendar month
 that he worked 12 days and be reimbursed for holidays and other
 fringe benefits he has due under the Agreement.

DECISION: The decision in Case #2-8-3585 applies.

Case # Local 468, Oakland, California, and
 11-7-3482 Pacific Intermountain Express

O-T-R Union is filing for difference between an Omaha and a Twin Cities
 Dispute dispatch for grievants Silva and Chatburn.

DISPOSITION: Postponed.

Case # Local 180, Los Angeles, California, and
 11-7-3491 Consolidated Freightways

O-T-R Eugene Whittington is filing against Consolidated Freightways for
 Dispute paying improper mileage and for applying the 1/6th formula improperly.

DECISION: (Main Committee - Transcript Page 763 - 2/16/68)
 M/m/s/and Deadlocked the one-sixth formula applies.
 M/m/s/and did not receive a majority vote 'that this case go to arbitration.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-7-3492 Russell Truck

P & D The Union contends that John Neubauer has been working at
Dispute Russell Truck prior to 9/1/67. We are asking for a letter of
hire; also asking for all days that junior or casual men have work-
ed in his stead since date of 9/29/67.

DECISION: The decision in Case #2-8-3585 applies.

Case # Local 224, Los Angeles, California, and
11-7-3493 Pacific Motor Trucking

O-T-R Local 224 on behalf of Ambrosino and Baldonada claim abuse of
Dispute free time at the layover point.

DECISION: (Main Committee - Transcript Page 615 - 2/15/68)
M/m/s/c/that the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
2-8-3532 Basin Truck Lines

P & D The Local Union asks that Richard Nebles be placed on the
Dispute seniority list as of October 13, 1967 .

DECISION: (Committee for Local Operations - Transcript Page 121 - 214/68)
This case was referred to the Main Committee
DECISION: The decision in Case #2-8-3585 applies.

Case # Local 208, Los Angeles, California, and
2-8-3535 Consolidated Freightways

P & D Alex W. Desatoff was employed by the employer as a casual,
Dispute working various period during the months of July, August, September,
October and November, 1967. Desatoff completed in excess of 12
days of said employment in the month of October, 1967. The Union
requests a letter of hire establishing steady employment with a
seniority date as of the first day Desatoff worked in said month
(October).

DECISION: (Committee for Local Operations - Transcript Page 204 - 2/15/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case to
#11-7-3471 and #11-7-3492.

DECISION: The decision in Case #2-8-3585 applies.

JWAC Minutes
February 12-13-14-15-16
1968

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3539 Milne Truck Lines

P & D It is the contention of the Union that Robert Klass has been work-
Dispute ing at Milne Truck since July 10th through September 15, 1967.
We claim that he is a regular employee.

DECISION: (Committee for Local Operations - Transcript Page 35 - 2/13/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case to
Case #11-7-3471 and #11-7-3492.

DECISION: The same decision applies as in Case #2-8-3585.

Case # Local 208, Los Angeles, California, and
2-8-3541 Ringsby Truck Lines

P & D CASE #10403: David R. Baynes was employes as a casual on
Dispute the date of September 1, 1967 and Baynes completed in excess of
13 days of employment during said month. The Local Union
requests a letter of hire with a seniority date of September 1, 1967.
CASE #10404: Ronald Jurado was employed as a casual on the
date of August 1, 1967 and completed in excess of 13 days of
employment during said month. The Local Union requests a
letter of hire with a seniority date as of August 1, 1967.

DECISION: (Committee for Local Operations - Transcript Page 105 - 2/14/68)
M/m/s/c/ that this case be referred to the Main Committee as a companion case
to Case #11-7-3471 and Case #11-7-3492.

DECISION: The decision in Case #2-8-3585 applies.

Case # Local 357, Los Angeles, California, and
2-8-3551 Willig Freight Lines

P & D Ernest Lunceford questions the application of the "60-40 Agreement
Dispute between Local 357 and Willig Freight Lines.

DECISION: (Committee for Local Operations - Transcript Page 150-2/15/68)
M/m/s/and Deadlocked that the Company did change starting times in violation of
the Contract and further that the Company pay the affected employees the one hour
at time and one-half where claimed ahead of their normal start time of 2:00 p.m.

NOTE: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 730 -)
M/m/s/c/ that the money claims in this case be denied due to the misunderstanding
of the sixty-forty formula, and that the Company be instructed to bid the starting
times and positions now.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-8-3553 Coast Cartage Company

Factual The drivers were laid off at Metropolitan Warehouse when Coast
Interpre- Cartage took over the house account at Universal Car and
tation Western Car. The Contract states "employees of a cartage
company on a House Account which is lost in any manner to
another company shall go with the account." Coast Cartage
refused to take the people, therefore, this claim is for a day's
pay for each laid off employee for each day this continues to
occur.

DECISION: (Main Committee - Transcript Page 344 - 2/14/68)
M/m/s/c/ this case will be referred to the National Committee.

Case # Local 208, Los Angeles, California, and
2-8-3554 G & H Transportation

Factual This company has been told both by Local 396 Business Agent
Interpre- and Local 208 Business Agent that by them taking over house
tation account or contract account at TCD and Universal Carloading
and/or Western Carloading, involving up to 17 regular drivers,
that the drivers go with the job. G & H as I understand pulled
out of TCD and Universal.

DECISION: (Main Committee - Transcript Page 344 - 2/14/68)
M/m/s/c/ that this case will be referred to the National Committee.

Case # Local 357, Los Angeles, California, and
2-8-3555 Transport Cartage & Distributing Company

Factual For and on behalf of 16 TCD Members: For approximately 15
Interpre- years TCD had 16 men working on the Universal Carloading dock
tation (TCD, House #2) where they maintained their own seniority roster.
On September 4, 1967, TCD abolished these 16 jobs and dove-
tailed them in with TCD (House #1) seniority roster. We are
protesting this action taken by TCD and are asking these 16 men
be restored to their positions on Universal dock and maintain
their own seniority roster as in the past.

DECISION: (Main Committee - Transcript Page 400 - 2/14/68)
M/m/s/ and Deadlocked that the Company's position in this case be sustained.
M/m/s/ and did not receive a majority vote that this case go to arbitration.
This case is referred to the National Committee.

Case # Local 17, Denver, Colorado, and
2-8-3556 Navajo Freight Lines, Inc.

Master Allen LaBrant was billed by Household Finance for the amount of
Dispute \$416.77 for payments. The Company should pay this Employment
Agency fee.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 57, Eugene, Oregon, and
2-8-3557 McCracken Bros. Motor Freight

O-T-R Dispute over 3/4 hour wait time for Robert Ellison on October
Dispute 16, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
2-8-3558 Consolidated Freightways

Joint Seniority. Union requesting day's pay for Varazza, Romano and
Council #7 Chapman. Grievants on temporary layoff.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
2-8-3559 Hutchinson Drayage

Joint The Union claims that the Company dropped trailer at Interlines-
Council #7 Blankenship Warehouse on November 13, 1967, and that the
Dispute employees of American Can Company loaded the trailer. The
Union is requesting a day's pay for this work.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ the company will pay eight hours to whomever is designated by the Union
and will recognize Article 45 and their responsibility of controlling their leased
operators. Any time handloading is performed, it will be done with Local 70 men.

Case # Local 70, Oakland, California, and
2-8-3560 Hutchinson Drayage

Joint Union's position was that the Company had dropped trailers on
Council #7 specified dates at Interlines-Blankenship Warehouse Company
Dispute and that the trailers were loaded by non-Union personnel.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
The decision in Case #2-8-3559 applies.

Case # Local 70, Oakland, California, and
2-8-3561 Pacific Motor Trucking

Joint This case involves the assignment of work involving delivery of
Council #7 pig trailers direct to the customer. The Union claims this is work
Dispute for bid Trans-Bay drivers. The Company claims this work can
be assigned to anyone available.

DECISION: (Main Committee - Transcript Page 802 - 2/16/68)
M/m/s/c/ that the four hours shall be allowed to this trans-bay driver with the under-
standing that the Company and the Union get together and devise rules that apply to
the contract.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
 * * * * *

Case # Local 70, Oakland, California, and
 2-8-3562 Ringsby Truck Lines

Joint The Company is trapping American President Lines vans at the
 Council #7 consignee or shippers in Local 70 jurisdiction. The shipper or
 Dispute consignee is loading or unloading the freight. The Union's
 position was that the driver should remain with the van.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
 2-8-3563 Consolidated Freightways

O-T-R Dispute over runaround claim for Erickson and Davis who were
 Dispute not properly dispatched at Los Angeles on October 6, 1967.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
 2-8-3564 Consolidated Freightways

O-T-R The Union contends that Dickson and Thommen were called to
 Dispute work 4 hours after they arrived in Los Angeles. They wanted
 8 hours rest and since they were called to work on their 6th hour,
 the Union feels they should be paid.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
 2-8-3565 Exley Express

O-T-R Dispute over runaround claim for drivers Rigdon and Mullins
 Dispute which occurred September 7, 1967.

DECISION: (Main Committee - Transcript Page 301 - 2/14/68)
 M/m/s/c/that the Company and Union check the records. And if the records reflect
 that other line drivers have used the so-called "local and short line equipment" on
 a sleeper cab operation the claim be paid; otherwise denied.

Case # Local 81, Portland, Oregon, and
 2-8-3566 Garrett Freightlines, Inc.

O-T-R Runaround claim of driver Lyle D. Wheeler for a Portland-Seattle
 Dispute turn on August 13, 1967 on Claim #300679 dated August 18, 1967
 for 348 miles on this turn. The Union contends that grievance was
 filed within the 45 day period which period does not include weekends.

DECISION: (Main Committee - Transcript Page 644 - 2/15/68)
 M/m/s/c/ that the "45 days" is calendar days.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
 * * * * *

Case # Local 81, Portland, Oregon, and
 2-8-3567 Garrett Freightlines

O-T-R Runaround claim for Allan Aldrich which occurred on August
 Dispute 13, 1967 and which involved a trip from Portland to Pendleton
 via Yakima and Walla Walla, which was pulled by another driver.

DECISION: The decision in Case #2-8-3566 applies.

Case # Local 81, Portland, Oregon, and
 2-8-3568 Interstate Motor Lines

O-T-R Dispute over pay claim for driver Don W. Puckett involving 1/4
 Dispute hour for personally fueling of equipment at Boise, Idaho on
 September 19, 1967.

DECISION: (Main Committee - Transcript Page 641 - 2/15/68)
 M/m/s/c/ the claim be denied.

Case # Local 81, Portland, Oregon, and
 2-8-3569 Nehalem Valley Motor Freight

O-T-R Protest of the Company's practice of utilizing Longview employees
 Dispute in pulling freight from Portland to St. Helens area.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
 2-8-3570 Nehalem Valley Motor Freight

O-T-R Dispute over pay claim for Bill Walton. The Union contends that
 Dispute the Company took a city driver and worked him in town and then
 he was assigned to a road run and then went back to city work.
 He worked 4-1/2 hours in town, took Wauna trip and back in town
 one hour.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
 2-8-3571 Nehalem Valley Motor Freight

O-T-R The Union contends that Al Price is a line driver working on the
 Dispute extra board and is not an assigned bid man. Mr. Walton is a
 local pick-up and delivery man and pulled a line trip to Wauna.
 Mr. Price was available and should have pulled the trip.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
 2-8-3572 Nehalem Valley Motor Freight

O-T-R Dispute Dispute Dispute about by a Longview driver pulling a Clatskanie and Wauna trailer out of Portland on December 15, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
 2-8-3573 O. N. C. Fast Freight

O-T-R Dispute Dispute Dispute Dispute on behalf of Thelbert Norman for check and fuel time and time spent other than driving. Trip claim #269301 for dispatch date of September 29, 1967.

DECISION: (Main Committee - Transcript Page 185 - 2/13/68)
 M/m/s/c/ that the man be paid a minimum of 30 minutes check and fuel, but any time spent checking and fueling shall be credited to the 30 minutes and any time over 30 minutes be paid.

Case # Local 81, Portland, Oregon, and
 2-8-3574 O. N. C. Fast Freight

O-T-R Dispute Dispute Dispute Dispute The Union contends that Mr. Carver is a Portland bid driver on Portland to Goldendale and return. There is so much wait time in Goldendale, he checks equipment in Portland and again checks equipment in Goldendale. This time was always paid for until September 24, 1967. He has always received 30 minutes, plus time in Goldendale.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
 2-8-3575 O. N. C. Fast Freight

O-T-R Dispute Dispute Dispute Dispute Claim for one hour for eat time in Seattle as driver did not eat because there wasn't any eating facility available.

DECISION: (Main Committee - Transcript Page 179 - 2/13/68)
 M/m/s/c/ that in view of the evidence presented the present practices be maintained and the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
 2-8-3576 O. N. C. Fast Freight

O-T-R Dispute Dispute Dispute Dispute Dispute over runaround claim for driver E. R. Ashford for November 24, 1967.

DECISION: (Main Committee - Transcript Page 200 - 2/13/68)
 M/m/s/c/ that Mr. Ashford be paid seven hours pay.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-8-3577 O. N. C. Fast Freight

O-T-R Dispute Dispute over the two hour minimum layover guarantee claim
for driver Milt Shrum.

DECISION: (Main Committee - Transcript Page 207 - 2/14/68)
Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3578 Truck Operators League of Oregon

O-T-R Dispute Dispute over the Union's request to negotiate an additional
hourly rate of pay for pulling three double bottom trailers.

DECISION: (Main Committee - Transcript Page 673 - 2/16/68)
M/m/s/c/ that in those cases where the daily guarantee for miles driven only exceeds
the triples mileage rate on line runs, no additional premium shall be paid.

Case # Local 81, Portland, Oregon, and
2-8-3579 United-Buckingham Norwalk

O-T-R Dispute Dispute over runaround claim for driver Eugene Gosson involving
dispatch runs and a run which was cancelled on Dec. 13, 1967.

DECISION: (Main Committee - Transcript Page 572 - 2/15/68)
M/m/s/c/ that the claim be paid.

Case # Local 85, San Francisco, California, and
2-8-3580 Delta Lines, Inc.

Joint Council #7 Dispute Whether or not air freight picked up at the airport is, or is not,
connecting carrier freight. Union's position was that the Company
used a swing shift hostler to pick up freight at the airport and
bring it to the terminal. The Union is asking for time and a half
for the grievant's entire shift.

DECISION: (Main Committee - Transcript Page 803 -2/16/68)
M/m/s/c/ that the committee retain jurisdiction until Local 85 can bring proof that
past practice in this area exists. If the rate in this matter is a through rate with
division of revenue, the claim of the Union is denied; if two or more rates are
applied as a combination of locals, the claim of the Union is allowed.

Case # Local 85, San Francisco, California, and
2-8-3581 Western Carloading

Joint Council #7 Dispute Union protests the method of work assignment of Dan Nava and
is claiming a day's pay for Nava for each day lost. The case involves
shift seniority when transferring from one shift to another for
job openings.

DECISION: (Main Committee - Transcript Page 803 - 2/16/68)
M/m/s/c/ that based on the facts in this case the claim of the Union is denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
2-8-3582 Willig Freight Lines

O-T-R Union contends that driver Ellis Brown was dispatched out of
Dispute order and is claiming mileage to Fresno and return.

DECISION: (Main Committee - Transcript Page 583 - 2/15/68)
M/m/s/c/ that the committee hold jurisdiction and that both parties are requested to either settle it or bring in some documentary evidence of what the practice is.

Case # Local 150, Sacramento, California, and
2-8-3583 McKeown Transportation

O-T-R Union claims \$11.88 due Merle Dias and Chet Moreland due to
Dispute dispatcher improperly relieving them of duty on 9-14/67. Union claims when drivers relieved and then called back before 8 hours this becomes paid-for time. The dispatcher arbitrarily knocked them off the clock.

DECISION: (Main Committee - Transcript Page 460 - 2/15/68)
M/m/s/c/ that this case be remanded back to the parties and this committee retain jurisdiction.

NOTE: The Main Committee reconsidered this case and the Motion was made, seconded and Deadlocked that the claim be upheld.
The Motion for Arbitration Carried and H. L. Woxberg was selected as Arbitrator.

Case # Local 150, Sacramento, California, and
2-8-3584 McKeown Transportation

O-T-R Union claims men were relieved of duty on this trip at Las Vegas
Dispute due to a breakdown. Union under terms of Rider claims 850 miles pay for two men for two trips.

DECISION: (Main Committee - Transcript Page 479 - 2/15/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
The motion for arbitration carried and H. L. Woxberg was selected as Arbitrator.

Case # Local 150, Sacramento, California, and
2-8-3585 O. N. C. Fast Freight

Master Union claims Warner J. Ambord gained seniority July 5, 1967,
Dispute entitled to Health and Welfare contributions from the months of August, 1967 to date. Union claims pay for Labor Day and Thanksgiving Day due man. Further, Union claims day's pay for every day junior man worked since November 10, 1967 when Ambord did not work.

DECISION: (Main Committee - Transcript Page 489 - 2/15/68)
M/m/s/c/ that Case #2-8-3585 be remanded back to the parties and settled in accordance with the understandings had on the record.

(Continued on Page 49)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
2-8-3585 O. N. C. Fast Freight

Master Continued from Page #48:
Dispute

NOTE: The committee has interpreted Article 48, Section 4 of the Western States Area Pick-Up and Delivery Local Cartage and Dock Workers Agreement as follows: The words "when used to replace a regular employee under the above conditions, the casual's time card shall be so noted", shall apply to day-to-day absences and no notification to the Union is necessary. Insofar as replacements for vacations and "seasonal employees", Article 3 Section 2, "Probationary and Casual Employees", of the National Master Freight Agreement shall apply and notification shall be given to the Union. Mutual agreement is not required. Any controversy will be subject to the grievance procedure.

Case # Local 180, Los Angeles, California, and
2-8-3586 Consolidated Freightways

O-T-R L. D. Baker and J. E. Mabbott are filing for 11-3/4 hours
Dispute runaround for each man.

DECISION: (Main Committee - Transcript Page 770 - 2/16/68)
M/m/s/c the claim be denied.

Case # Local 180, Los Angeles, California, and
2-8-3587 Illinois-California Express

O-T-R Local 180 takes the position that Duckworth is entitled to \$9.00
Dispute claiming that his vacation pay was not properly computed and paid. Duckworth has an anniversary date of 6-7-57 and he was working under the Central States Contract at this time according to that Contract vacations earned after April 1, 1967 are to be paid \$230.50 for each week. He was paid \$226.00 for the first two weeks and \$230.50 for the third week.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
2-8-3588 Illinois-California Express

O-T-R Local 180 takes the position that Burrus and Collins are entitled
Dispute to be paid the mileage from Winslow to Albuquerque and Albuquerque to Winslow at the regular rate.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
2-8-3589 Los Angeles-Seattle Motor Express

O-T-R Charles Newton is filing a complaint for 1/4 hour time spent in
Dispute taking on fuel which was denied on August 29, 1967, for a trip
made from August 22, 1967 to August 25, 1967.

DECISION: (Main Committee - Transcript Page 332 - 2/14/68)
M/m/a/c/ that based on the facts in this particular case and the length of time
involved, that the claim be denied.

Case # Local 180, Los Angeles, California, and
2-8-3590 Navajo Freight Lines

O-T-R On June 3, 1967 at 0700 Navajo Freight Lines dispatched Donald
Dispute Williams and Richard McGruder to Albuquerque, New Mexico
with a Kansas City load or a load which they should have pulled
on to Kansas City. These men are claiming the difference in
miles from Albuquerque to Kansas City and back to Albuquerque.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
2-8-3591 Navajo Freight Lines

O-T-R CASE #50: Walter Erickson and George Clark are asking for
Dispute three hours pay on the basis that they were runaround in Kansas
City.
CASE #51: W. Keeton and F. Spallone are asking for 5-1/2 hours
runaround in Kansas City.

DECISION: (Main Committee - Transcript Page 355 - 2/14/68)
M/m/s/c/ that based on the dispatch rules between Local 180 and Navajo Freight
Lines, the drivers are not required to change equipment except in case of breakdown,
with the understanding that the Company has the right to send a two-axle tractor
out ahead of a three-axle tractor or vice versa at the layover point without paying
runaround pay. This decision is based on a previous decision in a case between
Local 180, Consolidated Freightways and PIE. Therefore, the money claims are denied.

Case # Local 180, Los Angeles, California, and
2-8-3592 Navajo Freight Lines

O-T-R Local 180 is filing a claim against Navajo Freight Lines for the
Dispute cost of bringing the body of Stanley Drake back to Los Angeles,
plus any interest that may be added to the bill.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
2-8-3593 Pacific Intermountain Express

O-T-R Local 180 takes the position that Mr. Newton and Thompson are
Dispute entitled to 17 hours pay at \$3.50 per hour, a total of \$59.50 for
each man.

DISPOSITION: Settled and Withdrawn.

Case # Local 190, Billings, Montana, and
2-8-3594 Garrett Freightlines

O-T-R Request in behalf of Don Knudsen all monies lost due to being
Dispute cancelled out on his bid run on 11/27/67, and the run being pulled
by a Billings-Butte driver.

DECISION: (Main Committee - Transcript Page 451 - 2/15/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 190, Billings, Montana, and
2-8-3595 Garrett Freightlines

O-T-R Request 4 hour wait time at railroad crossing at Glendive for
Dispute Vic Bachmeier.

DISPOSITION: Withdrawn

Case # Local 190, Billings, Montana, and
2-8-3596 N. P. Transport

Automotive Request 3 hours a day at overtime rate for mechanics doing
Dispute Teamsters work.

DECISION: (Main Committee - Transcript Page 629 - 2/15/68)
M/m/s/c/ that in Case #2-8-3596, they be paid an hour and a half a day for 84
days per man rather than three hours a day.

Case # Local 222, Salt Lake City, Utah, and
2-8-3597 Garrett Freightlines, Inc.

O-T-R Salt Lake sleeper team Thompson and Kennedy arrived at their
Dispute Las Vegas lay point ahead of another Salt Lake team which also
had a Las Vegas lay point. Both teams were given a call time for
16:00. However, Thompson and Kennedy did not report until 16:45.
The other team reported at 16:00 and were dispatched on a trip
to pick up a load at Emeryville. Thompson and Kennedy were
dispatched on a shorter trip. They claim the additional miles,
contending that, as the first team in, they are entitled to the
longer trip.

DECISION: (Main Committee - Transcript Page 87 - 2/13/68)
M/m/s/c/ the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 222, Salt Lake City, Utah, and
2-8-3598 Garrett Freightlines, Inc.

O-T-R Salt Lake sleeper team Gause and Laughter were dispatched
Dispute from Salt Lake City to Los Angeles. They checked their equipment and departed the Salt Lake terminal. At Murray, Utah, they discovered that they had the wrong trailer and returned to the terminal to make a change. They claim one and one-half hours pay per man for the time involved.

DECISION: (Main Committee - Transcript Page 84 - 2/13/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 222, Salt Lake City, Utah, and
2-8-3599 I. M. L. Freight, Inc.

O-T-R After suspension of operations in the trucking industry in April
Dispute of 1967, the driver team in this case was returned from Salt Lake City to the point where their equipment had been left. It is the Union's position that the drivers are entitled to actual time, or 8 hours, whichever is the greater.

DECISION: (Main Committee - Transcript Page 67 - 2/13/68)
M/m/s/c/ that this case be handled in accordance with the previous lockout cases and the same decision be rendered.

Case # Local 222, Salt Lake City, Utah, and
2-8-3600 I. M. L. Freight, Inc.

O-T-R Salt Lake sleeper team Wade and Isenhardt arrived at their lay-
Dispute over point at Fresno at 21:00 hours on July 28, 1967 (Friday) and were put off duty. The drivers state that they were not given a definite call time, but were told their load would be ready about 0100 or 0200. The Union claims pay for abuse of free time from 02:30 until the drivers departed at 1200 the next day, 9-1/2 hours per man.

DECISION: (Main Committee - Transcript Page 68 - 2/13/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 224, Los Angeles, California, and
2-8-3601 Cargo Carriers, Inc.

O-T-R Local 224 on behalf of Charles L. Payton claims 13-1/2 hours
Dispute at the short line rate of pay on 10/12/67. Mr. Payton was available and a junior man (Bill Deady) was used in his stead.

DECISION: (Main Committee - Transcript Page 541 - 2/15/68)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-8-3602 Los Angeles-Seattle Motor Express

O-T-R Local 224 on behalf of the division drivers at LASME requests
Dispute the JSC to instruct the Company to comply with the N. M. F. A.
Article 16, and furnish suitable "defect report forms" in
multiple copy.

DECISION: (Main Committee - Transcript Page 371 - 2/14/68)
M/m/s/c/ that the Company comply with Article 16 of the National Master Freight
Agreement.

Case # Local 224, Los Angeles, California, and
2-8-3603 Los Angeles-Seattle Motor Express

O-T-R CASE #95: Local 224 on behalf of Joe Comeaux claims 4-1/2
Dispute hours misdispatch on 11-1-67 at Stockton, California
CASE #97: Local 224 on behalf of Charles E. Bissitt claims
misdispatch at the Stockton layover point on 12-6-67, 1-1/2
hours; 12/8/67, 1-1/2 hours.

DECISION: (Main Committee - Transcript Page 383 - 2/14/68)
M/m/s/c/ that these claims be paid, that the case of the dispatch rules be remanded
back to the parties and if they cannot reach satisfactory dispatch rules, that at the
next JWC session this committee will establish the rules. In the interim of this
procedure, there will be no additional money claims.

Case # Local 224, Los Angeles, California, and
2-8-3604 Valley Motor Lines

O-T-R Local 224 on behalf of Maurice Riganti and all affected members
Dispute under its jurisdiction, is asking that the Company comply with
Article 56 of the Western States Area Over-The-Road Supplemental
Agreement and compute mileage post office to post office.

DECISION: (Main Committee - Transcript Page 529 - 2/15/68)
M/m/s/c/ in view of the fact that on May 7, 1959 the Southern California Joint Area
Committee in accordance with Article 11, Section 3 of the 1958-1961 Agreement
established the four-level interchange in Los Angeles as the point from which
mileage was to be determined and the fact that that decision was upheld by the JWC
on April 10, 1962 (Case #3-187) it is still in effect and the claim be denied.

Case # Local 224, Los Angeles, California, and
2-8-3605 Western Gillette, Inc.

O-T-R Local 224 on behalf of Clarence D. LaMore claims 26-1/2 hours
Dispute misdispatch on December 2, 1967 by driver Harrah. Approxi-
mately \$92.75.

DECISION: (Main Committee - Transcript Page 545 - 2/15/68)
M/m/s/c/ that the claim of the Union be paid based on the dispatch rules.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-8-3606 Western Gillette

O-T-R Local 224 on behalf of drivers James V. Percer and Charles
Dispute R. Sachman, claims two hours minimum layover at Phoenix
on October 16, 1967.

DECISION: (Main Committee - Transcript Page 549 - 2/15/68)
M/m/s/c/ that this case be referred to the National Committee.

Case # Local 231, Bellingham, Washington, and
2-8-3607 Lynden Transfer, Inc.

O-T-R Union requests Employer be instructed to pay drivers for time
Dispute involved in equipment check after reporting for duty.

DISPOSITION: Settled and Withdrawn.

Case # Local 315, Martinez, California, and
2-8-3608 J. Christenson Company

Joint Union's position was that the Company was making pick-ups
Council #7 and deliveries in their jurisdiction with Local 70 man. Asking
Dispute for day's pay for top man on hiring hall list.

DISPOSITION: Withdrawn

Case # Local 315, Martinez, California, and
2-8-3609 Consolidated Freightways

Tanker Union asking for pay for Joe Nisonger for 12/5/67 for trip from
Dispute Long Beach to San Pablo as sleeper team was sent out one hour
after Joe had available hours from Long Beach through Martinez.

DISPOSITION: Postponed.

Case # Local 315, Martinez, California, and
2-8-3610 Delta Lines

Joint The Union protested the Company's using drivers from another
Council #7 Local jurisdiction to make pick-ups and deliveries in Local 315's
Dispute area. They asked for 8 hours pay for the too man in the hiring
hall.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
2-8-3611 Santa Fe Trails Transportation

Joint The Union's position is that the grievants, Tom Perez and
Council #7 Otto Burch, have worked for 13 days and are entitled to seniority
Dispute under the Agreement.

DECISION: (Main Committee - Transcript Page 803 - 2/16/68)
M/m/s/c/ that due to the facts in this case, and this case only, the two men have
gained seniority. However, this decision precludes the filing of any similar cases
which might be pending prior to this date. There is no money claim. The two men
will only be called for non-driving jobs.

Case # Local 467, San Bernardino, California, and
2-8-3612 Watson-Wilson - Yellow Transit

O-T-R The Company has refused Smith's request to return to his home
Dispute terminal which is Oakland, California from Barstow, California
per the language of Article 5, Section 5, Paragraph 2, of the
National Master Freight Agreement and JWAC decision in Case
#11-6-2700.

DECISION: (Main Committee - Transcript Page 172 - 2/13/68)
M/m/s/c/ that the claim be denied.

Case # Local 468, Oakland, California, and
2-8-3613 Bigge Drayage Company

O-T-R The Union is claiming pay for drivers under the A.G.C. Contract.
Dispute The drivers were delivering one piece of pipe to a construction
site.

DECISION: (Main Committee - Transcript Page 154 - 2/13/68)
M/m/s/and Deadlocked that the claim be denied.
M/m/s/and did not receive a majority vote 'that this case go to arbitration.'

Case # Local 468, Oakland, California, and
2-8-3614 Delta Lines, Inc.

O-T-R The Union is asking for five additional bid runs into the Sacra-
Dispute mento area. They claim that the volume of freight moving into
this area would warrant the additional bids.

DECISION: (Main Committee - Transcript Page 129 - 2/13/68)
M/m/s/c/ that the Company be instructed to make the records available on the
short line operation to determine the number of bids that should be bid or be support-
ed in accordance with Article 41 of the Agreement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-8-3615 Los Angeles-Seattle Motor Express

O-T-R The position of the Union was that the claimant domiciled in
Dispute Crescent City, California, but was employed at the Company's
Seattle, Washington terminal. He was subsequently asked by
the Company to transfer to the Bay Area. The Union is claim-
ing the moving expense from Crescent City to the Bay Area.

DECISION: (Main Committee - Transcript Page 595 - 2/15/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 468, Oakland, California, and
2-8-3616 O. N. C. Fast Freight

O-T-R Runaround claim for Joseph Moniz for 68-1/2 hours November
Dispute 18, 1967 through November 21, 1967.

DECISION: (Main Committee - Transcript Page 693 - 2/16/68)
M/m/s/c/ that due to the facts in this case the claim be denied.

Case # Local 468, Oakland, California, and
2-8-3617 O. N. C. Fast Freight

O-T-R Runaround claim in the name of Joseph Moniz. Union claiming
Dispute a difference of \$220.23 from November 4, 1967 through Nov. 25/67.

DECISION: (Main Committee - Transcript Page 702 - 2/16/68)
M/m/s/c/ that Moniz be compensated the difference in moneys, if any, from
November 14th to November 25th.

Case # Local 468, Oakland, California, and
2-8-3618 O. N. C. Fast Freight

O-T-R Union claiming 8 hours runaround December 18, 1967 in the
Dispute name of Joseph Moniz.

DECISION: (Main Committee - Transcript Page 732 - 2/16/68)
M/m/s/c/ that this committee retain jurisdiction of this case pending a decision on
the PMT case, which was not approved when we approved the Agenda at the Monday
meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 2-8-3619 O. N. C.

O-T-R A Los Angeles driver was dispatched from Los Angeles to
 Dispute Sacramento. He was put on layover and then dispatched to
 Oakland with an empty set. He was put on layover in Oakland
 and at the end of two hours was dispatched to Los Angeles.
 Willard J. Rogers was dispatched from Oakland to Medford and
 is claiming difference in mileage between L.A. and Medford
 run on September 30, 1967.

DECISION: (Main Committee - Transcript Page 739 - 2/16/68)
 M/m/s/c/ that based on the facts in this case the claim be allowed.

Case # Local 468, Oakland, California, and
 2-8-3620 Western Gillette, Inc.

O-T-R Money claim in the names of James Tarter and Razzie DiSalvi.
 Dispute Union is claiming 440 miles, around \$50.34, dated Nov.29, 1967.

DISPOSITION: Withdrawn.

Case # Local 495, Los Angeles, California, and
 2-8-3621 Walkup Merchant's Express

Automotive Local 495 in behalf of Wm. McSorley, Levi Smith and James
 Dispute Cannady claims \$5,670.89 when people other than themselves
 and outside of the bargaining unit have performed work covered
 by Local 495 contract.

DECISION: (Main Committee - Transcript Page 99 - 2/13/68)
 M/m/s/and Deadlocked that the claim of the Union be upheld.
 M/m/s/ and did not receive a majority vote "that this case go to arbitration."
NOTE: The same decision applies to Case #11-7-3425.

Case # Local 551, Lewiston, Idaho, and
 2-8-3622 Garrett Freightlines

O-T-R Sleeper team, Christinsen and Suddeth, depriving regular
 Dispute Lewiston station road driver of work on November 10, 1967.
 Union claims wages for local driver.

DISPOSITION: Postponed.

Case # Local 631, Las Vegas, Nevada, and
 2-8-3623 Ringsby Truck Lines

O-T-R Mike Cumins, the mechanic, drove a tractor to Utah Hill to inter-
 Dispute change tractors with a line tractor that was broken down. I was
 deprived of work from 6:30 p.m., November 3, 1967 to 6:00 a.m.,
 November 4, 1967. Grievance filed by Charles Webb, Jr.

DISPOSITION: Settled and Withdrawn

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
2-8-3624 Consolidated Freightways - Bulk Commodities

Tanker CASE #T-107-862: Local 692 asks pay for proper Los Angeles
Dispute sleeper team for trip that Martinez sleeper team made to Seattle
on 9-1-67 and return.
CASE #T-107-865: Union claims pay for proper Los Angeles
sleeper team on 9-21-67 when Martinez men pulled trip to Seattle
and return.

DISPOSITION: Postponed.

Case # Local 692, Long Beach, California, and
2-8-3625 Padre Freight Lines

Master Local 692 protests the discharge of John Bean from Padre Freight
Dispute Lines on December 6, 1967. Bean has been an employee, truck
driver, loader, lift truck operator since May of 1948.

DISPOSITION: Withdrawn.

Case # Local 692, Long Beach, California, and
2-8-3626 Progressive Transportation

Heavy It is the position of Local 692 that our member, J. L. McHale is
Specialized in fact a regular seniority employee of Progressive Transportation.
Dispute

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
2-8-3627 Consolidated Freightways, Inc.

Interpre- On Sunday, December 31, 1967, L. M. Spencer, W. H. Purchase,
tation C. Lovegren Jr., and James Skinner, who are casuals were
hired by Consolidated Freightways - Seattle, to work four hours
between 6:00 a.m. and 10:00 a.m. They were paid four hours
at one and one-half times the casual rate. Local 741 claims
that the above named men were entitled to an 8 hour guarantee
at one and one-half times the casual rate.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
2-8-3628 Los Angeles-Seattle Motor Express

O-T-R Claim is for Portland turn pay for Al Hede and for two extra men
Dispute on December 11th, and for Portland turn pay on December 18th
for Al Hede and first man that did not work.

DECISION: (Main Committee - Transcript Page 591 - 2/15/68)
M/m/s/c/ that Hede be paid one trip and that the rest of the pay be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-8-3629 Portland - Seattle Freight Lines

O-T-R Local 741 requests runaround pay for Russell E. Lane from
Dispute Portland-Seattle Freight Lines in the amount earned by Portland
extra man, Goodno, on November 20, 1967, when Goodno made
a Portland-Seattle turn and Russell Lane didn't work.

DISPOSITION: Withdrawn.

Case # Local 961, Denver, Colorado, and
2-8-3630 Garrett Freight Lines, Inc.

O-T-R Bob Finley and Dale Davis state: Drivers operate doubles from
Dispute Denver to Moab, Utah, at Moab drivers pick up third trailer,
drop two trailers at Monticello, Utah and continue on to Cortez,
Colorado. Union contends triple bottom rate should be paid
from Moab to Cortez.

DECISION: (Main Committee - Transcript Page 455 - 2/15/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to arbitration."
This case is referred to the National Committee.

Case # Local 961, Denver, Colorado, and
2-8-3631 Illinois-California Express, Inc.

O-T-R Dean Fiscus requests that he be paid an Amarillo trip due to the
Dispute Los Angeles team pulling our freight, thereby depriving Knox of
his bid and his pulling the run he could have pulled as an extra
man. Runaround by Knox - 15-1/2 hours from time he got out
until I got out.

DECISION: (Main Committee - Transcript Page 650 - 2/16/68)
M/m/s/c/ since protection of the six bids was not specifically spelled out, the
claim of the Union be denied.
NOTE: Cases #2-8-3631, #2-8-3632, and #2-8-3633 were heard together.

Case # Local 961, Denver, Colorado, and
2-8-3632 Illinois-California Express

O-T-R Dean Fiscus states: On Friday, November 1, 1967, Tractor #918
Dispute and Trailers #5204 and #5003 with Conley and Hiteshew were dis-
patched Denver to Los Angeles at 10:00 p.m. overhead above the
solo runs. We claim this is our work and is in violation of our
seniority and the bid runs. I request pay for a Denver-Albuquerque
trip.

DECISION: The decision in Case #2-8-3631 applies.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3633 Illinois-California Express

O-T-R On 9-2-67, I. C. X. ran only two of the six solo bids, Denver to
Dispute Albuquerque. This is a cancellation of four bid regular men.
This grievance filed by Local 961 for and on behalf of I. C. X.
employees who would have pulled a trip had not the regular man
been cancelled. (Driver Miller)

DECISION: The decision in Case #2-8-3631 applies.

Case # Local 961, Denver, Colorado, and
2-8-3634 Navajo Freight Lines, Inc.

O-T-R Arch Owen states: On trip sheet #84915 claimed one hour guard
Dispute and meal time, Lake Point, Utah. Claimed one hour guard and
meal time, Elko, Nevada.

DECISION: (Main Committee - Transcript Page 219 - 2/14/68)
M/m/s/c/ the claim of the Union be upheld.
Cases #2-8-3634, #2-8-3636, #2-8-3640, and #2-8-3641 were heard as one case.

Case # Local 961, Denver, Colorado, and
2-8-3635 Navajo Freight Lines, Inc.

O-T-R C. H. Tinsley states: Claiming one round trip to Albuquerque
Dispute on 12-1-67.

DECISION: (Main Committee - Transcript Page 248 - 2/14/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Local 961, Denver, Colorado, and
2-8-3636 Navajo Freight Lines, Inc.

O-T-R Walter O. Warner States: On trip sheet #94270 claimed 7 hours,
Dispute paid 3-3/4. Denial slip shows 3 hours denied but was actually
short 4-1/4. One hour meal stop Lamar, one hour meal stop
Rawlins, one hour meal stop Flux, one hour meal stop Winnemucca.

DECISION: The decision in Case #2-8-3634 applies.

Case # Local 961, Denver, Colorado, and
2-8-3637 Navajo Freight Lines, Inc.

O-T-R L. J. Cowan and Paul R. Meyer state: We were dispatched from
Dispute Denver to Chicago - Chicago to Oakland with a San Jose drop.
Then back to Oakland with balance of the load - the north route.

DECISION: (Main Committee - Transcript Page 502 - 2/15/68)
M/m/s/c/ that based on the past practice the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3638 Navajo Freight Lines, Inc.

O-T-R Speaks and Stehle claim 3-1/2 hours delay time because the
Dispute load was ready and so were they, but they could not go because
of the strike.

DECISION: (Main Committee - Transcript Page 238 - 2/14/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 961, Denver, Colorado, and
2-8-3639 Navajo Freight Lines, Inc.

O-T-R Local 961 is asking to invoke Article 43, Section 5, of the
Dispute Over-The-Road Contract. More specifically, the money disputes
procedure of the 1964-1967 Contract. We feel Navajo has quali-
fied themselves by arbitrarily scratching off time that is clear
in the contract and the JWC decision #2-6-2288.

DECISION: (Main Committee - Transcript Page 243 - 2/14/68)
M/m/s/c/ that it be referred to the National Committee.

Case # Local 961, Denver, Colorado, and
2-8-3640 Navajo Freight Lines, Inc.

O-T-R Claude C. Griffin and L. J. Griffis state: On trip sheet #83721
Dispute on a trip Denver to Camp Parks with a load of ammo. We
stopped to eat at Medicine Bow and Winnemucca where the
Company had someone to guard the load, we also stopped at
Evanston, Wyoming, Wendover, and Baxter to change drivers
and eat at these places. We claimed one hour eat and guard
time as this is the point we always stop at. We claim 3 hours
pay.

DECISION: The decision in Case #2-8-3634 applies.

Case # Local 961, Denver, Colorado, and
2-8-3641 Navajo Freight Lines, Inc.

O-T-R T. S. Shepherd states: Ammo guard to change time Carlin,
Dispute Nebraska - no guard set up at this stop.

DECISION: The decision in Case #2-8-3634 applies.

Case # Local 961, Denver, Colorado, and
2-8-3642 Red Ball Motor Freight, Inc.

Master Local 961 on behalf of Red Ball's office employees states: On
Dispute Tuesday, October 24, 1967 at approximately 3:00 p.m. Herb
Bailey and Chuck Hasslock presented terminal Manager Jerry
Stratman 12 authorization cards, authorizing Local 961 as the
bargaining representative for Red Balls' office employees.
Local 961 is requesting the Company be instructed to comply
with the contract and bring these office workers under the Office
Workers Supplement of the Eleven Western States Agreement.

DECISION: (Main Committee - Transcript Page 554 - 2/15/68)
M/m/s/and Deadlocked that Case #2-147 applies in this case and that decision should
be the ruling.
M/m/s/and did not receive a majority vote "that this case go to arbitration."
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DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3643 The Ringsby System

O-T-R Walter Killing and David Warriner state: Runaround on trip
Dispute #46744. We claim runaround from 8:75 a.m. until 13:38 p.m.

DECISION: (Main Committee - Transcript Page 745 - 2/16/68)
M/m/s/c/ that the parties be directed to inspect the dispatch records, and if the truck that dropped and picked at Sacramento did have an Oakland lay point, the claim is denied.

Case # Local 961, Denver, Colorado, and
2-8-3644 The Ringsby System

O-T-R K. L. Anders claims \$29.75 abuse of free time at Reno.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
2-8-3645 The Ringsby System

O-T-R D. Richard Hill and Thomas E. Neville state: Highway Patrol
Dispute and Chief of Police (Mr. Hart) at Steamboat Springs, Colorado both advised us that highway visibility was zero over the Summit of Rabbit Ears Pass. In view of the fact that we had a set of doubles and had had trouble on previous hills, we considered it unsafe to travel.

DECISION: (Alternate Main Committee - Transcript Page 52 - 2/14/68)
M/m/s/and Deadlocked that the warning notices be rescinded.

Case # Local 961, Denver, Colorado, and
2-8-3646 The Ringsby System

O-T-R James B. Jensen and Theron Stockton state: The dispatcher sent
Dispute our assigned Tractor #3254 to Steamboat Springs, Colorado by a mechanic driver for another team who were broken down to use to return to Denver. They called us to go out November 21, 1967 with another tractor that was not our regular assigned tractor. We refused this extra equipment as all of our snow gear and log books were in our regular equipment. They did not dispatch us out of town until November 23, 1967 when our regular assigned tractor finally returned to town - 44-1/2 hours, \$155.75.

DECISION: (Main Committee - Transcript Page 752 - 2/16/68)
M/m/s/c/ the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-8-3647 The Ringsby System

O-T-R Harold Longacre and Thomas Petek state: Our Tractor #6098
Dispute was pulled out of service. I was called at 3:45 p.m. and given
a 6:00 p.m. call. I was told that I had been pulled out of service
at that time. When I got to work I found that they had run Truck
#3280 out at 1:04 p.m. Five hours runaround.

DECISION: (Main Committee - Transcript Page 758 - 2/16/68)
M/m/s/c/ that the claim be denied.

Case # Local 104, Phoenix, Arizona, and
2-8-3648 Watson-Wilson Transportation

Discharge Union protest to termination of Victor Fudge under date of
June 14, 1967.

DECISION: (Main Committee - Transcript Page 266 - 2/14/68)
M/m/s/and Deadlocked that the man be put back to work with all seniority and no
back pay.
NOTE: This case shall be submitted to umpire handling with Mr. Sam Kagel as
the Arbitrator.

Case # Local 208, Los Angeles, California, and
2-8-3649 S & M Freight Lines, Inc.

Discharge The Local Union protests the discharge of William K. Smith on
December 28, 1967 requesting that he be reinstated with his full
seniority and compensated for all time lost.

DECISION: (Main Committee - Transcript Page 423 - 2/14/68)
M/m/s/c/ that William K. Smith be returned to work on Monday, February 19 with
full seniority and no compensation for time lost.

Case # Local 222, Salt Lake City, Utah, and
2-8-3650 Ringsby Truck Lines

Discharge The Union is protesting the discharge of Martin J. Benson III
a Salt Lake City dockman.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-8-3651 Consolidated Copperstate

Discharge Local 224 on behalf of Donald H. Martin protests the discharge
on November 22, 1967 for alleged recklessness on November 17/67
and requests to be reinstated with full seniority and compensated
for all time lost.

DECISION: (Main Committee - Transcript Page 436 - 2/14/68)
M/m/s/c/ the discharge be upheld.

Case # Local 431, Fresno, California, and
2-8-3652 American Transfer Company

Discharge The Local Union wishes to protest the discharge of Don Knotts.

DISPOSITION: Settled and Withdrawn.

Case # Local 492, Albuquerque, New Mexico, and
2-8-3653 Pacific Intermountain Express - Farmington

Discharge Union wishes to protest the discharge of W. W. Pridemore.

DECISION: (Main Committee - Transcript Page 152 - 2/13/68)
M/m/s/c/ that based on the facts presented, the discharge be upheld.

Case # Local 961, Denver, Colorado, and
2-8-3654 Navajo Freight Lines, Inc.

Discharge Hiram Reynolds protesting discharge of January 2, 1968.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
2-8-3655 Hills Transportation

Warning Letter Local 208 on behalf of Robert Delaney protests issuance of warning
notice dated December 7, 1967.

DECISION: (Alternate Main Committee - Transcript Page 2 - 2/13/68)
M/m/s/c/ that this case be referred back to the appropriate Area Committee for
the warning letter to be heard on its merits.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-8-3656 Arizona-Utah Express

Warning Letter Dominic Milano is a Salt Lake City based line driver. He was issued a warning notice for an accident which occurred on 11/3/67. It is the Union's position that the warning notice is too serious for the infraction involved; that the driveway of the Company has created a hazardous condition, and that is the hazard, rather than the lack of care on the part of the driver which caused the damage.

DECISION: (Alternate Main Committee - Transcript Page 72 - 2/16/68)
M/m/s/c/ that the warning letter be rescinded, and further that the Company repair the driveway entrance to allow the drivers easy and safe access to the Company yard.

Case # Local 381, Santa Marie, California, and
2-8-3657 Carey Truck Lines, Inc.

Warning Letter & Suspension The Union in behalf of Myron Bettencourt protests warning notice received September 22, 1967 and also protests suspension and asks that Mr. Bettencourt be reimbursed.

DECISION: (Alternate Main Committee - Transcript Page 6 - 2/13/68)
M/m/s/c/ that the Union's claim be denied and the suspension be sustained.

Case # Local 492, Albuquerque, New Mexico, and
2-8-3658 Pacific Intermountain Express

Warning Letter Local 492 protests the warning letter issued to Winston Marks dated December 27, 1967.

DECISION: (Main Committee - Transcript Page 153 - 2/13/68)
M/m/s/c/ based on the facts presented, the warning letter is to be rescinded.

Case # Local 741, Seattle, Washington, and
2-8-3659 Consolidated Freightways

Warning Letter Teamsters Local 741 protests the warning notices issued to D. L. Baxter, D. F. Clark and A. H. Graeber on November 13/67.

DECISION: (Alternate Main Committee - Transcript Page 64 - 2/15/68)
M/m/s/c/ that the warning letters be reduced to written reprimands.

Case # Local 961, Denver, Colorado, and
2-8-3660 The Ringsby System

Warning Letter Leland B. Hunter protesting warning letter dated November 28/67.

DECISION: The decision in Case #2-8-3645 applies.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
 2-8-3661 The Ringsby System

Warning Donald Burke states: I am protesting warning letter for delay
 Letter of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
 2-8-3662 The Ringsby System

Warning Dale Fiscus states: I am protesting warning letter of November
 Letter 28, 1967 for delay of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
 2-8-3663 The Ringsby System

Warning George C. Degney protests warning letter dated 11/28/67. We
 Letter tied up in Steamboat Springs Nov. 20/67 at 7:30 p.m. due to
 extreme icy and stormy conditions with zero visibility.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
 2-8-3664 The Ringsby System

Warning Robert G. Clark states: I am hereby protesting warning letter
 Letter dated November 27, 1967 for delay of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 961, Denver, Colorado, and
 2-8-3665 The Ringsby System

Warning Donald L. Graves states: I am protesting warning letter of
 Letter November 28, 1967 for delay of freight.

DECISION: The decision in Case #2-8-3645 applies.

Case # Local 2, Butte, Montana, and
 2-8-3666 N. P. Transport

Suspension Protest suspension of Walt Leigh and request wages lost because
 of suspension.

DECISION: (Alternate Main Committee - Transcript Page 16 - 2/14/68)
 M/m/s/c/ that the suspension stand.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-8-3667 Consolidated Freightways

Suspension Protest of suspension of Barney Bjerkman, issued in conjunction with a warning letter by Consolidated Freightways.

DECISION: (Alternate Main Committee - Transcript Page 60 - 2/15/68)
M/m/s/c/ that Mr. Bjerkman be reimbursed for the two days lost pay.

Case # Local 208, Los Angeles, California, and
2-8-3668 California Cartage Company, Inc.

Suspension Taft Crone, Jr. protests his suspension. The Union requests the reinstatement of Crone together with all seniority rights and benefits and with back pay for all time lost.

DECISION: (Alternate Main Committee - Transcript Page 31 - 2/14/68)
M/m/s/and Deadlocked that Taft Crone, Jr. be returned to work with full seniority and compensated for all time lost, less any monies earned elsewhere. Further, that the money claim shall be computed from 9-12-67 forward, plus health and welfare and pension payments shall be made from the same date.
M/m/s/and did not receive a majority vote 'that this case go to arbitration.'

Case # Local 961, Denver, Colorado, and
2-8-3669 Illinois - California Express

Suspension Elmer D. Becher protesting suspension letter dated 12-18-67. Requesting he be returned to work immediately, upon completion of vacation period January 15, 1968.

DECISION: (Alternate Main Committee - Transcript Page 78 - 2/16/68)
M/m/s/c/ that based on the particular facts in this case the suspension of Belcher is not warranted and therefore he is to be paid for time lost.

Case # Local 137, Marysville, California, and
2-8-3673 Valley Copperstate

O-T-R Money claim - Roy Hale. Union claims the Company has previously
Dispute paid the same identical claims. Union claims man on second dispatch with P&D men on layoff. Claims line driver was doing P&D work and has a Chico bid run - driver going through a division point.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-8-3674 I. M. L.

O-T-R A Salt Lake sleeper team was dispatched from Salt Lake City
Dispute to a named lay point (Cincinnati, Ohio), and from that point was
re-dispatched to St. Louis, Missouri, and placed off duty. It
is the Union's position that all of the time spent at St. Louis
is payable.

DECISION: (Main Committee - Transcript Page 72 - 2/13/68)
M/m/s/c/ this matter be referred back to the parties and the committee retain
jurisdiction.

Case # Local 70, Oakland, California, and
2-8-3675 Encinal Terminals

Joint Money claim in the name of Harvey L. Sigler. Union claims
Council #7 Company hired a man from the hiring hall without sending proper
Dispute notice to Sigler to return to work. Claims man received telegram
too late to report to work.

DECISION: (Main Committee - Transcript Page 803 - 2/16/68)
M/m/s/c/ that based on the facts in this case the eight hours pay is allowed.

Case # Local 315, Martinez, California, and
2-8-3676 Southern Tank Lines

Tanker Southern Tank Lines requests the Joint State Tank Committee
Dispute to rule on the question of the seniority of one Richard Hoffman.

DECISION: (Main Committee - Transcript Page 681 - 2/16/68)
M/m/s/c/ that in view of the evidence presented the man is properly on Southern
Tank Lines' seniority list and that the Company be instructed in the future to comply
with the appropriate article in the contract on cutting the board.

Case # Local 386, Modesto, California, and
2-8-3677 Fairbanks Trucking, Inc.

Master Union claims Fairbanks bought out E. J. Gallo Tank who employ
Dispute eight men. These men were hired by the Company and should
retain Company seniority for fringe purposes. Company claims
they did not buy Gallo. Gallo got out of the business, was a pro-
prietary carrier and Fairbanks, a common carrier, took over
the haul and bought equipment to handle it.

DECISION: (Main Committee - Transcript Page 604 - 2/15/68)
M/m/s/c/ that the committee hold jurisdiction on this until the May session.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 386, Modesto, California, and
2-8-3678 Yolo Transportation Company

O-T-R Company used sub-haulers on December 7th and 10th, 1967 -
Dispute left regular men home. Claiming time lost for regular drivers.

DISPOSITION: Postponed.

Case # Local 431, Fresno, California, and
2-8-3679 American Transfer Company

O-T-R Union claims pay for E.L. Booker when four men with less
Dispute seniority worked and he sat home.

DECISION: (Main Committee - Transcript Page 513 - 2/15/68)
M/m/s/c/ that based upon the facts presented in this case, this claim of the Union is denied; that this problem of dispatch and seniority be remanded back to the parties to see if some rules can be mutually worked out by the parties. And there will be no money claims in the interim. And this committee retains jurisdiction unless they can reach mutual agreement.

Case # Local 483, Boise, Idaho, and
2-8-3680 Garrett Freightlines, Inc.

O-T-R Max King, a Boise dockman, claims overtime earned by a
Dispute dockman junior to King who was dispatched on a heavy-duty run to Ontario, Oregon.

DISPOSITION: Settled and Withdrawn.

Case # Local 692, Long Beach, California, and
2-8-3681 Pacific Intermountain Express

Tanker On October 13 driver Hauser loaded a load for Salt Lake City.
Dispute On either the 13th or 14th, the truck left Wilmington with a Texas sleeper team for Salt Lake City for an October 16 delivery. We feel this is a violation of our agreement with P.I.E.

DECISION: (Main Committee - Transcript Page 150 - 2/13/68)
M/m/s/c/ that based on the inadequate facts presented the case is referred back to the parties.

Case # Local 692, Long Beach, California, and
2-8-3682 Norco Transportation

Discharge Protest termination of John Henard. Union claims man was not
fired for drinking but for not being able to report to work.

DECISION: (Main Committee - Transcript Page 141 - 2/13/68)
M/m/s/c/ that the discharge be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
2-8-3683 Southern Tank Lines

Warning Union protesting warning letter issued to Richard Hoffman for
Letter not being available for work on December 7, 1967.

DECISION: (Main Committee - Transcript Page 677 - 2/16/68)
M/m/s/c/ that the warning letters be referred back to the State Committee to be heard on the merits.

Case # Local 208, Los Angeles, California, and
2-8-3684 Griley Security Freight Lines

Discharge It is the contention of the Local Union that the discharge of
Coleman Hutton is unfair and unwarranted.

DISPOSITION: Settled and Withdrawn.

Case # Local 689, Coos Bay, Oregon, and
2-8-3685 O. N. C. Fast Freight

Discharge The Local Union wishes to protest the discharge of Frank
Bridenhagen.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3686 Pacific Motor Trucking

Discharge The Local Union wishes to protest the discharge of Gary
J. Everaert.

DECISION: (Main Committee - Transcript Page 293 - 2/14/68)
M/m/s/c/ that the discharge be reduced to a suspension and the man be returned to work Monday, February 19th with no back pay, no loss of seniority.

Case # Local 81, Portland, Oregon, and
2-8-3687 Pacific Intermountain Express

O-T-R Protest over dispatch rules of the Portland extra board. The
Dispute Company contends that it had agreed to a temporary modification of its agreed-to dispatch rules for a trial period but found them to be unworkable.

DECISION: (Main Committee - Transcript Page 646 - 2/15/68)
M/m/s/c/ that the Company had the right to cancel the rules in accordance with the temporary trial period; but the parties are instructed to sit down and work out new rules.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland - Local 741, Seattle, Washington, and
 2-8-3688 United-Buckingham Norwalk

Interpre- The Local Unions ask for an interpretation of the Maintenance
 tation of Standards as it applies to taxi fares in Spokane.

DECISION: (Main Committee - Transcript Page 579 - 2/15/68)
M/m/s/c/ that the decision in this case be that Maintenance of Standards shall
 continue to apply in the amount of 95 cents for normal taxi fares in this case.

Case # Local 180, Los Angeles, California, and
 2-8-3689 Consolidated Freightways

O-T-R Claim for runarounds when Eastern based sleeper teams are
 Dispute dispatched from Los Angeles to Eastern points with drops or
 pickups in the Western Conference Area. Example: Theobold
 and McNeil claim 21 hours runaround contending that on 11/16/67
 the Company dispatched a Kansas City team out of Los Angeles
 to Billings, Montana with a load destined for Minneapolis.

DECISION: (Main Committee - Transcript Page 775 - 2/16/68)
M/m/s/c/ that this entire matter be referred to the Multi-Conference Committee
 for disposition.

Case # Local 180, Los Angeles, California, and
 2-8-3690 Consolidated Freightways

O-T-R Claims for runaround by Los Angeles based drivers involving
 Dispute the dispatching of Portland based drivers out first to Kennewick,
 Yakima and other Washington points.

DECISION: (Main Committee - Transcript Page 791 - 2/16/68)
M/m/s/c/ that the money claims are denied and that the second paragraph of
 Rule 4 of the Rider, No. 152, shall be rewritten to include the City of Seattle.

Case # Local 180, Los Angeles, California, and
 2-8-3691 Navajo Freight Lines

O-T-R R. Wilmert and H. Watson are asking for 46 hours pay each for
 Dispute time spent while tied up in a snow storm due to impassable highways.

DECISION: (Main Committee - Transcript Page 361 - 2/14/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 208, Los Angeles, California, and
 2-8-3692 Griley Security Freight Lines

P & D On Thursday, 12/28/67, the Company dispatched Chuck Thorn
 Dispute a junior man instead of Ronald Wagner. We are asking the
 difference in pay.

DECISION: (Committee for Local Operations - Transcript Page 255-2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer
 representative was not present this case is referred to the Main Committee for
 disposition.

DECISION: (Main Committee - Transcript Page 801 - 2/16/68)
M/m/s/c/ that in Case #2-8-3692 the benefits of Article 43 be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-8-3693 Milne Truck Lines

P & D Claim by Manuel Soto for 1-1/2 hours for not being allowed
Dispute to finish out my tour of duty.

DECISION: (Committee for Local Operations - Transcript Page 49 - 2/13/68)
M/m/s/and Deadlocked that the claim of the Union be denied.

NOTE: This case was Settled and Withdrawn per letter dated February 19, 1968.

Case # Local 208, Los Angeles, California, and
2-8-3694 Pacific Motor Trucking

Interpre- The Company wishes an interpretation of the letter dated
tation November 2, 1967 from Local 208 relative to Article 43,
Section 3, of the Supplemental Agreement. Does this constitute
proper notice under the Contract?

DECISION: (Main Committee - Transcript Page 664 - 2/16/68)
M/m/s/c/that the Union be advised that their communications regarding the 72-hour
notice under Article 43, Section 3, should be more specific in the future.

Case # Local 208, Los Angeles, California, and
2-8-3696 Quick Service Transfer

P & D Money claim for the rigging rate of pay for Leslie Ritchie -
Dispute 5 hours @ \$5.98 per hour instead of \$3.84 per hour.

DECISION: (Committee for Local Operations - Transcript Page 255-2/16/68)
M/m/s/c/ that due to the fact the Union representative was present but the Employer
representative was not present this case is referred back to the Main Committee
for disposition.

DISPOSITION: (Main Committee) - Postponed.

Case # Local 224, Los Angeles, California, and
2-8-3697 Pacific Motor Trucking

O-T-R Local 224 on behalf of Harry W. Termine claims \$101.01 as
Dispute a result of an improper dispatch November 27, 1967.

DECISION: (Main Committee - Transcript Page 618 - 2/15/68)
M/m/s/c/ that based on the previous decision the claim of the Union be upheld.

Case # Local 224, Los Angeles, California, and
2-8-3698 Pacific Motor Trucking

Interpre- Upon P. M. T. abolishing their Hypo operation, Cliff Shaw, a
tation former freight board driver claimed the right to return to the
freight board in his proper seniority position. This was denied him.

DECISION: (Main Committee - Transcript Page 623 - 2/15/68)
M/m/s/c/that this case is not an interpretive case but a factual case and the claim
of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 381, Santa Maria, California, and
2-8-3699 O. N. C. Motor Freight System

Seniority William Sumner went to work June 9, 1967, Joe Mitchell went to work June 19, 1967. At the end of December, Sumner was laid off and Mitchell continued to work. Ask for return to proper seniority and pay for time lost.

DECISION: (Main Committee - Transcript Page 159 - 2/13/68)
M/m/s/c/ that William Sumner's seniority date be 6-9-67 and he be compensated in the amount earned by Mitchell for those three weeks, less moneys earned.

Case # Local 467, San Bernardino, California, and
2-8-3700 McKeown Transportation

O-T-R Newton and Hanley claim Company is in violation of Article 61,
Dispute Paragraph 3 of the Over-The-Road Agreement. Violation occurred on or about November 11, 1967. Claim is for \$18.16 each.

DECISION: (Main Committee - Transcript Page 255 - 2/14/68)
M/m/s/c/ the claim be denied.

Case # Local 467, San Bernardino, California, and
2-8-3701 McKeown Transportation

O-T-R The Local Union claims \$90.00 for each man runaround as a
Dispute result of the Company violating Article 54, Section 4, of the Over-The-Road and Agreed-to dispatching rules. This is for the period from January 8, 1968 through January 15, 1968.

DECISION: (Main Committee - Transcript Page 259 - 2/14/68)
M/m/s/c/ the claim be denied.

Case # Local 81, Portland, Oregon, and
2-8-3702 O. N. C.

O-T-R Runaround claim for Albert Newby for 16-1/4 hours on
Dispute July 9, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
2-8-3703 Navajo Freight Lines, Inc.

Interpre- Company request the JWAC to interpret the question of trans-
tation ferring equipment between terminals without agreement of the Union or going through the Change of Operations.

DECISION: (Main Committee - Transcript Page 347 - 2/14/68)
M/m/s/c/ that the Company be instructed to return the four trucks back to the Denver terminal to be used by Denver drivers; and the Company will not transfer trucks in the future between terminals out of Denver until they go through the Change of Operations procedures under the terms of the Contract based on the agreement dated February 6, 1968.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 180, Los Angeles, California, and
2-8-3708 DC International, Inc.

O-T-R Gossett and Fessler broke down in Gallup, New Mexico from
Dispute 3:00 p.m. November 19, 1967 to 2:15 a.m., November 22, 1967
and turned in meal tickets. This claim is for the difference
in money between what was actually turned in and the \$14.00
each the Company paid them.

DECISION: (Main Committee - Transcript Page 328 - 2/14/68)
M/m/s/c that the Central States application be applied from here on out, which
is two dollars for the first meal, two dollars for the second meal, three dollars
for the third meal, and that is what is defined as "reasonable."
